

TO
INSURE YOUR EYES
JOINTLY
THE GLARE
YOU SHOULD WEAR
CROOKES' GLASS.
N. LAZARUS
OPTICIAN
11, QUEEN'S ROAD, CENTRAL, HONGKONG.

The China Mail.

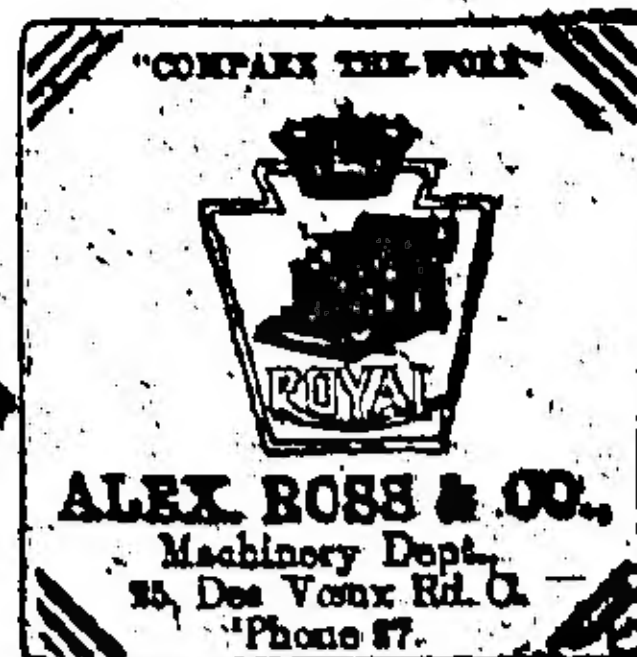
ESTABLISHED 1846

March 11, 1920, Temperature 61.

Rainfall 0.60 inch.

Humidity 95.

March 11, 191, Temperature 66.



No. 17,906.

四拜禮

號一十月三年二一〇九千一

HONGKONG, THURSDAY, MARCH 11, 1920.

日一十月正申庚次歲年九國民華中

PRICE \$3.00 Per Month

BUSINESS NOTICES

W. S. BAILEY & CO., LTD.
ENGINEERS and SHIPBUILDERS.
HONG KONG-KOWLOON.
Marine and Land Engineers, Boiler-makers,
Founders, Motor Boat Builders.
HARBOR REPAIRS CALL FLAG "L".
SOLE AGENTS FOR "KELVIN MOTORS".
TELEPHONES—Works K.21; Manager K.29; Harbour Engineer K.120;
Works Supt. K.410.
TELEGRAMS—"SEYBOURNE."

DRAGON MOTOR CAR CO.
(THE EVEREAD GARAGE)
CARS FOR HIRE IN HONGKONG AND KOWLOON
Agents in South China for:
Hudson, Essex, Dodge Brothers and Siddle-
Armstrong Motor Cars, Denby Motor Trucks
and U. S. Tyres.

KALOTHERMINE.

A SAFE AND SIMPLE APPLICATION.

Has been used with conspicuous success
in the treatment of Pneumonia, Bronchitis,
Sprains, Bruises, Boils, Burns, and in all
inflammatory conditions where local
treatment is required.

ANTISEPTIC and ANTIPHLOGISTIC.

Easy to use and entirely supersedes the
old-fashioned LINSEED POULTICES,
BLISTERS, PLASTERS, &c.

SOLE AGENTS:
A. S. WATSON & CO., LTD.,
HONGKONG and CHINA.

YEE SANG FAT CO.

JUST ARRIVED

Eveready
Hosiery

LADIES' SILK HOSE

White and Assorted Colours.

PRICES:
\$1.75, \$2.00 & \$3.00 a pair.

GENTLEMEN'S SILK SOCKS

White	\$1.00
Black	and
and	\$1.25
Colours.	a pair.

YEE SANG FAT CO.
Corner of Queen's Road & D'Almeida Street.

TRADE MARK



ALEXANDRA BUILDING, HONGKONG. TEL. No. 2342.

DONNELLY & WHYTE.
WINE MERCHANTS.
TEL. No. 636.

A WELL-KNOWN FACT
CAMPBELL MOORE & CO., LTD.
ARE THE ONLY
EUROPEAN HAT DRESSERS
IN THE COLONY.
SPECIAL LADIES' SALON
HONGKONG HOTEL BUILDING.

BRITISH TRADE PROSPECTS IN CHINA.

[By HERBERT A. FLEET, A.M.I.E.E.,
in The Empire Mail.]

[The writer of the following important article is a well-known British electrical engineer who has travelled extensively in Europe, the Far East, Australia, South Africa, Canada, America, and other countries, where he has been actively engaged in developing British engineering enterprises. Having recently returned from China he is in an exceptional position to supply information as to the huge requirements of that market and to show the lines along which British firms can help to develop the country with advantage to China and profit to themselves. He is convinced that there is a rich harvest for those who join the movement, without delay.]

One of the greatest problems which England is confronted with at the present juncture is the need for increased production of manufactured goods and machinery for exportation abroad. Having recently returned from China, where I have been residing during the past few years, I am of opinion that the prospect of British Trade with China depends upon the activity of British enterprise in this immense undeveloped country. From my knowledge of the conditions I wish our manufacturers would realise the possibilities of this market, teeming with people, most of whom are intelligent and skilful, who only require to be taught the use of manufactured goods, after which the demand would naturally follow. Machinery is also required to develop China's vast mineral wealth, from which the industrial nations of the world could obtain supplies of raw material.

So far as I can gather the present demand is so healthy in the home markets that manufacturers do not feel that they should worry about the cultivation of foreign fields. This is doubtless a very short-sighted policy, as in the course of the next two or three years the home fields will probably be approaching a point of saturation, and it would only be prudent if manufacturers made a cast iron rule to set aside a limited portion of their present production and regard this as "seed" to plant in China. This would in due time mature, and as the home demand became weaker they would then be established in the Orient in such a manner that whatever output they were capable of would be in demand in a field which is practically unlimited. From my knowledge of electrical progress since 1900, during which period I have been associated with large undertakings at home and abroad, the development of the use of electricity on the North East Coast in the shipbuilding and engineering industries, the electrification of the North Eastern, Mersey, and London and South Western Railways, its application in the driving of textile mills and collieries in Yorkshire, there is no doubt whatever that at present China is ripe for cultivation in the use of manufactured products and the development of industries.

FIELD FOR ELECTRICAL MACHINERY.
To assist in bringing this about manufacturers should realise the importance of having direct communication and representation in the Orient, whereby their products can be placed in the most suitable manner to meet the local needs and taste. In the case of industrial development, their representative should be capable of submitting a comprehensive scheme embodying their latest manufactured products, the most modern methods of application, and the latest practice relative to the particular nature of the undertaking under consideration. The industrial demand for electric energy is certainly growing, and it only remains for the people to be educated in the use of Western machinery and methods to realise the various uses to which it can be applied, when the demand would increase enormously. There is a wide field for development in the large native towns and villages, where there are numerous well-built merchants' stores and business premises. A supply would here be welcomed and there would be no great difficulty in influencing Chinese to invest capital in the development of industries once they realised the increased output which can be obtained by the use of machinery.

While in the Orient I was called in an advisory capacity regarding the lay-out and the apparatus in connection with an electrically driven cotton mill having a capacity of 25,000 spindles. This mill is now running twenty-four hours a day and seven days a week, supplied with quite a good quality of coal (average calorific value as fired 11,000 B. Th. U.), at under 10/- per ton delivered at the mill. The turbines, boilers, machinery, motors, etc., used in the equipment of the mill, were mostly manufactured in America and supplied to a Chinese syndicate, the mill eventually being taken over by some Japanese. As the average Chinese coolies is skilful, and with careful supervision is quick in learning to carry out methods in sequence, which finally produce a satisfactory output, from the above it can be concluded that the Japanese find it profitable to invest capital in industries where cheap local labour can be obtained, and to-day Japanese competition in cotton piece goods in India is distinctly very serious.

OBSCURE TRANSPORT METHODS.
With regard to labour, I am of opinion there is a little likelihood of trouble arising with wages. I was engaged on the electrification of a group of coal mines having an output of over 4,000,000 tons a year. These mines employ many thousands of coolies, and it surprised me to learn the distance a very large number of these coolies walk to get to their work, any-where within a radius of eight to nine miles. On the winter evenings for miles around the country would be studded with their lighted lamps as they came into work from the various surrounding villages, there being no roads or hedges, they simply make a bee-line from point to point. They are very industrious near their homes, and round these villages there is absolutely not a square yard of ground but what is cultivated, and in many cases they grow more millet and sweet corn than they can use themselves for food, the surplus being sent to the nearest market. So long as sufficient rice is obtainable at a reasonable price to enable the Chinese coolie to get his fill, I think there is little danger of labour unrest, and the Japanese appear to realise this.

As there are no roads for transportation, in my opinion aeroplanes will figure largely in the development of China, especially in the interior, for handling merchandise, as the present method by camel trains is very slow, and the total weight carried is very small for the time taken on the journey.

The Japanese are making very rapid headway in China, and while they are in possession of Tsingtau, they have excellent facilities for distributing their goods throughout the country. The Germans made this port where steamers can go direct to the Bund or Quay to discharge their cargoes, the Bund being connected with the existing railway network of the country.

The British at present have the jurisdiction of a large stretch of territory in the Shantung province, their headquarters being near a town having a population of 200,000, situated on a large bay, which constitutes a natural harbour. This could accommodate the largest ships afloat and lends itself to the construction of a Bund or Quay for the economical handling of goods. It is within easy distance for connecting with the present railway network in China, and is not more than one hundred and fifty miles from a station where abundant supplies of coal are available.

INTEGRITY OF CHINESE MERCHANTS.
The Germans appear to have realised the possibilities in China some time ago, judging from the huge residences which they have been able to build and maintain. They evidently found it a very profitable field to cultivate. For some considerable time during the war they were not so closely confined as to prevent them from communicating with servants, and carrying through transactions, which in some measure would assist in keeping the boat afloat, until such times as supplies were again available. Therefore British manufacturers should realise that now is the time to cultivate this market and introduce British products, and I feel sure the straightforward business methods of British manufacturers would be welcomed and would appeal to the Chinese merchants, who are most intelligent, and their integrity in business is unquestionable. They are keen in making a deal, but once the terms and conditions are agreed you can depend upon them to carry out their obligations. While an enterprise may be started under British auspices, much of the capital required may be obtained locally, either at the commencement, or by the disposal of shares at a later period. In this way British capital is freed to foster further operations. As there are others already in this field endeavouring to obtain monopolies, and as a stern chase is a long chase, should other countries establish themselves before the British, we shall find it very much more difficult to overtake them.

A FAMILY NECESSITY.
EVERY family should be provided with Chamberlain's Pain Balm at all times. Sprains may be cured in much less time, when properly treated. Lame back, limbs, shoulders, pains in the side and chest, and rheumatic pains are some of the diseases for which it is especially valuable. Try this treatment and become acquainted with its qualities and you will never be without it. For sale by all Chemists and Storekeepers.

KAISER'S SINISTER DIAMOND.

TRAGIC STORY OF THE "BLAZE OF GLORY."

CURSE OF THE AGES.

A great and brilliant diamond, said by tradition to have been given by King Solomon to the Queen of Sheba, which, after a career of sinister influence, was incorporated in the Prussian royal regalia, is the theme of a wonderful romance forwarded by the New York correspondent of the Central News.

The story of the "Blaze of Glory," as the stone was called, is perhaps the most fascinating in the history of famous precious jewels. Engraved on one side of the diamond, by the most cunning work, is the sacred sign of King Solomon, and on the reverse a device attributed to the Queen of Sheba. The story goes that the wise King, carried away by the charm of Sheba's ruler, plucked the jewel from his turban and gave it to the Queen.

RUIN AND BLOODSHED.
Tales of the wonderful gem were carried by travellers into Persia, and the greed of the nomadic King El-Hakin II. was soon excited. He marched into the land of the unfortunate Queen, and robbed her body, which had been mutilated by his soldiers, of the blood-stained jewel. Two weeks later the Shah was murdered by a subject in his royal palace.

And so, from year to year, the diamond wrought its evil influence on every ruler, potentate, prince, and family, sooner or later, which became associated with it. Possession of the sinister gem spell ruin, and often bloodshed, to the owner, and recent history seems to have continued its fateful tradition of misfortune.

BRANDENBURG'S PRIZE.
In the Middle Ages, the Margrave (or Marquis) de Brandenburg, whose kingdom was the nucleus around which sprang up the Prussian dynasty, in making one of his accustomed raids into the neighbouring country of Silesia, captured a Jewish merchant, whose collection of goods contained the ill-starred diamond.

Promptly the Kaiser's ancestor seized the shining gem and swore to make it adorn the crown of a great kingdom, of which his family was to be the head.

Aware of the curse the diamond carried with it, the merchant ventured to warn the marquis, but for his boldness met his death by the ruler's orders on the castle walls the same night.

WILHELM WARNED.
Apparently without great incident, the treasure was handed down from king to king until it came into the hands of the monarch now in exile at Amerongen.

It had gained the central position in the crown of the House of Prussia. Later heads of the dynasty appear to have lost sight of the tradition attached to the gem which adorned their crown.

The keeper of the Prussian jewel-house, the late Herr Graf Zunkel-horn, a learned antiquarian, had, however, kept its fateful history in mind. He knew that to the years between 1919 and 1922 was assigned the climax in the awful record of misfortune and ruin marked out by the stone.

He implored his royal master to rid himself of the jewel when he was to be crowned King of Prussia. Wilhelm's reply was—

"You must understand that I am crowned by the spirit of God and the will of my people. The Hohenzollerns must endure for ever. No curse of evil can harm our dynasty." So he was crowned with the "Blaze of Glory," and is to-day in eclipse.

THIEVES CONVICT EACH OTHER.

At the Magistracy yesterday afternoon, Mr. Irving concluded the hearing in the case in which ten Chinese were charged with unlawfully receiving stolen property, to wit, a large quantity of drapery, identified as the property of a travelling draper whose premises were broken into the night of the 6th inst.

After a long time had been spent by the defendants in giving evidence against each other, his Worship decided that there was no evidence to convict the 4th, 5th, 6th and 7th defendants, and discharged them. The others were convicted. Sentence of three months' hard labour was passed in the case of Nos. 1, 2 and 9, whilst the other three (Nos. 3, 8 and 10) who had previous convictions recorded against them, were sentenced to six months' hard labour each.

"WALLA WALLA" MOTOR-bags are built for your service.

BUSINESS NOTICES

NETTLETON

MAKES STANDING OR WALKING A REAL PLEASURE

CALK
In black and brown.
DRESS
In patent leather.
SHOES
BUCKLE
and
CANVAS
is stable.

GENTLEMEN'S PATENT LEATHER DRESS BOOTS WITH SUEDE TOPS.

FOR SMART WEAR

INSPECTION INVITED AT THE SOLE AGENTS

J. T. SHAW,

NEXT DOOR TO HONGKONG HOTEL.

Adds, Subtracts, Multiplies, Divides.

\$10.00 CALCULATOR

Compact and easy to use.

Sole Agents

BREWER & CO.,

Tel. 696.

23 Queen's Road Central.

J. ULLMANN & Co.

French Firm, Established 1861.

Quality, Variety, Perfection.

THE FAR EAST BUILDING CO.

CONTRACTORS AND BUILDERS.

REINFORCED CONCRETE SPECIALISTS.

DEALERS IN BUILDING MATERIALS AND ALL
SANITARY FITTINGS, ENAMEL & PORCELAIN.

EVERY DESCRIPTION OF CONSTRUCTIONAL
WORK UNDERTAKEN.

OFFICE and SHOWROOM: 8 Beaconsfield Avenue,
Telephone 3092.
(Opposite CITY HALL)

PORTABLE BOILERS WITH RUSTLESS INTERIORS.

WHITE GLAZED FIRE CLAY WASH-TUBS.

THE LATEST FOR LAUNDRY PURPOSES.

CALL AND INSPECT OUR NEW STOCK.

C. E. WARREN & CO. LTD.

Nos. 30 & 32, Des Voeux Road Central. Established 1890.

ALLSOPPS

BRITISH PILSENER BEER

RAINIER

AMERICAN PALE BEER.

CALDBECK, MACGREGOR & CO.,

15, QUEEN'S ROAD CENTRAL.

HANDLEY PAGE
MULTIPLE ENGINED BIPLANES
HANDLEY PAGE LTD.
Cricklewood, London, N. W. 2.

Sole Agents for China:
PEKING SYNDICATE LTD.,

Sub-Agents for Hongkong and South China:
W. R. LOXLEY & CO.,

Hongkong

G. P. LAMMERT.AUCTIONEER, APPRAISER
AND SURVEYOR.**Public Auctions.**

THE Undersigned has received instructions to sell by Public Auction,

on

MONDAY, March 15, 1920,
commencing at 11 a.m.
at the China Merchant's Steam Navigation Co., Ltd.'s Godown,
West Point.(For account of the concerned),
899 Bags Brown Sugar,
750 Cases doTerms—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

Hongkong, March 8, 1920.

INTIMATIONS.G. P. LAMMERT.
EDUCATION DEPARTMENT.

TEMPORARY men and women teachers are required by the Education Department. Apply stating qualifications and experience to the Education Office.

NOTICE.

CAN ANY LADY at the Peak recommend a first class No. 1 Boy and Cook. Telephone 219.

HONGKONG GYMKHANA CLUB.NOTICE is hereby given that an Extraordinary General Meeting of the above named Club will be held on the 18th day of March 1920, at the Club House, at 5.30 p.m. for the purpose of considering and, if thought fit, confirming the following resolution which was passed at the Annual General Meeting of the Club held at the same place on MONDAY, February 16th, 1920, namely:—
"That subject to the approval of the Stewards of the Jockey Club, Rule 3 of the Gymkhana Club be altered to read as at present with the addition after the word 'Navy' of the words 'Nor to widows who have not remarried of past members of the Gymkhana Club or to wives and unmarried daughters and sisters of present members.'"
Should the above Resolution be duly passed, the subjoined Resolution will be proposed:—
"That widows who have not remarried of past members and wives and unmarried daughters and sisters of present members, shall (subject to the approval of a majority of the Committee) be entitled to enter and run horses and/or ponies in their own names and colours, which must be registered with the Committee before or at the same time as the entry is made."H. B. L. DOWBIGGIN,
Hon. Secretary.

Hongkong, March 10, 1920.

NOTICE.

NATIONAL LOANS OF 3RD AND 4TH YEAR OF THE REPUBLIC.

SUBSCRIBERS to the above loans are hereby notified that arrangements have been made to proceed with their redemption by a second drawing of the Fourth Year Loan and a third drawing of the Third Year Loan. The date of the drawings and of payment will be announced by the Ministry of Finance.

F. A. AGLEN,

Inspector General of Customs,
Inspectorate General of Customs,
Peking, March 1, 1920.**REPULSE BAY HOTEL.**SATURDAY, March 6th,
TEA DANCING from 4 to 7 P.M.
DINNER DANCE from 8 P.M.SUNDAY, March 7th,
ORCHESTRAL CONCERTS During
Tea and Afternoon Tea.**A COMPLETE AERATED WATER PLANT FOR SALE.**

The Machines are made by Messrs. Bratby & Hinchliff, Ltd., Manchester, and guaranteed in perfect working order. This complete plant will turn out 4,000 dozen aerated water per day.

KWONG HONG LTD.,
P.O. Box 290, Hongkong.**MEE CHEUNG**High Class Photographs.
Ice House Street, Tel. 1013.Portrait taken in any
Style desired.Photographic Supplies of
Every description.**INTIMATIONS****HOW TO AVOID INFANTILE AILMENTS.**

When there are diseases prevalent in the season, it is the most dangerous to infants and so Great Care must be taken in feeding them with proper food otherwise they would give their Mothers a lot of trouble. To avoid the trouble is to feed them with LACTOGEN which resembles human milk. It is easily digested and promotes healthy appetite. It keeps the infants thriving and free from all infantile ailments.

**SHIU FUNG TAI & CO.,**
Sole Agents for Hongkong and South China.
Nos. 4 & 6, Connaught Road Central, Hongkong.
Telephone Nos. 1231 & 1232.**WE HAVE**Great varieties of used
and unused**POSTAGE STAMPS.**Single, sets, packets, bags, and on
approval Books.**FOR COLLECTORS.****GRACA & CO.,**DEALERS IN POSTAGE STAMPS, POST
CARDS, SEALS, TOYS, &c.No. 10, Wyndham Street,
P.O. Box 620, Hongkong.**JAPANESE MAKERS.**

Every kind of Footwear

MADE**TO ORDER****CHERRY & CO.,**
2100A STREET,
Opposite Hongkong Hotel.
Telephone No. 481.
Hongkong, March 20, 1914.**THE NEW FRENCH REMEDY.**
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3
This is a new French Remedy for the treatment of all kinds of skin diseases, such as Eczema, Psoriasis, etc. It is a complete and final cure. It is a just claim, for as Marshal Foch states in the introduction he has written for the volumes, they are "historical documents of the highest order." They are also human documents. We can trace in them, again all the deferred hopes and the long agonies of the conflict, can see in them the making of the New Armies, and can in retrospect fight again the battles which ended in the crowning victories of August to November 11, the greatest fight and the greatest successes ever known by British arms.**ASAHI BEER**SOLE AGENTS:
MITSUI BUSSAN KAISHA.**"SPECIALS"****THE EGYPTIAN CIGARETTE**
OF DELIGHTFUL FLAVOUR.

MANUFACTURED BY HAND BY

MASPERO FRERES IN CAIRO.

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

**HAIG PAYS TRIBUTE TO
BRITISH SOLDIER.****INTERESTING DISPATCHES.****ILLUMINES STORY OF PROWESS
OF ARMY.**"As a tribute to the valour of the British soldier and the character of the British nation," Lord Haig has reprinted in two volumes—one of them containing maps—the dispatches in which he informed the British Government and the British people of the progress and progress of the British armies under his command," says *The London Times*.

As Lord Haig explains in his preface, his dispatches do not claim to be "a complete and final account," yet, "because they were put together under the immediate strain of battle while the results of the decisions and actions they recount were still undetermined." They possess an atmosphere of their own which gives them a definite historical importance. It is a just claim, for as Marshal Foch states in the introduction he has written for the volumes, they are "historical documents of the highest order." They are also human documents. We can trace in them, again all the deferred hopes and the long agonies of the conflict, can see in them the making of the New Armies, and can in retrospect fight again the battles which ended in the crowning victories of August to November 11, the greatest fight and the greatest successes ever known by British arms.

These dispatches are—Lord Haig informs us—published substantially as they appeared in *The London Gazette*. A few notes are added, a few minor errors corrected, and—more important—the names of divisions, which were formerly withheld from motives of secrecy, are now made known, together with the exploits which won their renown.**MARSHAL FOCH'S TESTIMONY.**

In his introduction to this, "the only available official account of a most splendid and most critical period in our national existence," Marshal Foch declares:

"Written with the strictest regard for the truth and scrupulously exact to the smallest details, these reports are distinguished by their unquestionable loftiness and breadth of view. The information that they give, not only on the operations themselves, but also on the condition of the troops—on the changes made in their training and their formation during the course of the war—constitutes them historical documents of the highest order. They throw into relief the special character of each contingent that the Empire provided, the unremitting labours of the staffs, and

define their respective merits. They are a record, in fact, of the work, thanks to which all ranks rapidly improved their fighting-experience and professional skill, and adopted them to a struggle full of surprises." They give a picture of the enormous task devolving upon the various services charged with supplying the ever-growing needs of a modern army.

Explaining that sometimes the reports do not deal with "the underlying causes," Marshal Foch explains that this was because they could not be allowed to give to the enemy information which might be of value to him. And here he takes the opportunity to state that the dispatches do not state why the period of decision was so short while the period of attrition was so long.

"Still less do they explain the change in the decisive period when the Allies advanced to victory at the double, only to be stopped by the German capitulation at the Armistice. The results are briefly set forth; their causes are not explained. All mention of the hand which guided the instrument is omitted. We may be allowed to make good this deficiency, in which the all-important part played by the British Higher Command is lost to sight."

Marshal Foch asks who could have seen "the signs of that fatal attrition (of the German Army) in April, May, June and July of 1918." "Was there no danger that the conflict of armies, even armies of the finest quality like that of the British, might end in disaster unless they possessed a Higher Command capable of dominating the situation... able to take the troops in hand again... dash and such repeated blows as were never surmounted?"

LONG TALE OF VICTORIES.

Higher Command and staffs were, says Marshal Foch, "more than equal to their tasks." "They kept the enemy in play, they multiplied lines of resistance, they kept mobile their reserves. Thus it was that, thanks in particular to the activities of the British Higher Command and to their grasp of the needs of the situation, more than 200 German divisions were stopped, short in their offensive by a smaller number of Allied divisions, and our defensive proved to be victorious. The same must be said for the support lent by the British troops to other armies during our actual offensive."

In order to estimate the ardour and endurance of these troops during this final stage, it will be enough to mention the dates and importance of the main events:

Battle of Amiens—August 8-13, in which the Fourth Army took 22,000 prisoners and more than 400 guns.

Battle of Bapaume—August 21-September 1. Third Army and left wing of the Fourth Army; 34,000 prisoners; 270 guns.

Battle of the Scarpe—August 26-September 3. First Army; 16,000 prisoners; 200 guns.

Battle of Havincourt and Epheux—September 12-18. Fourth and Third Armies; 12,600 prisoners; 100 guns.

Battle of Cambrai and the Hindenburg Line—September 17-October 5. Fourth, Third and First Armies, which ended in the breaking of the Hindenburg Line and in the capture of 35,000 prisoners and 350 guns.

Battle of Flanders—September 28-October 14, Second Army.

Battle of Le Cateau—October 6-12. Fourth, Third and First Armies.

Battle of the Selle—October 17-25. Fourth and Third Armies; 20,000 prisoners; 475 guns.

Battle of the Sambre—November 1-11. Fourth, Third and First Armies; 19,000 prisoners; 450 guns.

Linked up with these "hammer blows" were the actions of the French, American, and also Belgians, who struck blows which told no less powerfully in the general plan of this converging assault, extending from the North Sea to the Moselle.

Never at any time in history has the British Army achieved greater results in attack than in this unbroken offensive lasting 116 days, from July 18 to November 11. The victory gained was indeed complete, thanks to the excellence of the commanders of armies, corps, and divisions, thanks above all to the unselfishness, to the wise, loyal, and energetic policy of their Commander-in-Chief, who made easy a great combination, and sanctioned a prolonged and gigantic effort. Was it not the insight of an experienced and enlightened commander which led him to intervene as he did, with his own Government on March 24, 1918, and with the Allied Governments assembled at Doullens on the 26th, to the end that the French and British armies might at once be placed under a single command, even though his personal position should thereby suffer? In the events that followed, did he not prove that he was above all anxious to anticipate and move in perfect harmony with the general Allied plan, framed by the new Supreme Command?

On this point the dispatches contain gaps which prevent the reader from grasping all the reasons for our victory; truth compelled me to complete their account.

So explicit a statement from the pen of the Generalissimo to the active part taken by Sir Douglas Haig (as he was then) in the establishments of the Supreme Command should once and for all dispose of the malicious stories that the British leader opposed and viewed with resentment the faithful and victory-producing decision of Doullens.

"WALLA WALLA" Boats are new and fast. Get them at Black Pill.

NOTICES.**G. FALCONER & CO., LTD.****WATCHMAKERS & JEWELLERS.****Hotel Mansions.**Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.**HEALTH against SICKNESS.**

By using our "ROOSTER BRAND" MACARONI, PASTE, STARS, EGGS, WHIDLES, VERMICELLI, or other kinds of Soup Stuffs REGULARLY you will have no complaint of any kind of sickness, as all our Products being manufactured from Flour of the Best Quality and under the most Sanitary Method can be easily digested and give you GOOD HEALTH & STRENGTH. Large quantities have been exported to various parts of the World. Your esteemed Orders will receive our prompt and careful attention. Terms moderate, especially for Agencies.

**THE HING WAH PASTE MFG. CO., LTD.**HEAD OFFICE: Hongkong, Nos. 47 & 49, Connaught Road
Central. Tel. No. 2230.

BRANCH OFFICE: Shanghai, Nos. 430 & 431, Nanking Road.

FACTORIES: Hongkong, Wing Hing Street, Causeway Bay
and Shanghai, No. 11, North Szechow Road.**HOTELS AND CAFES.****THE HONGKONG HOTEL CO., LTD.****OPERATING:—**

THE HONGKONG HOTEL,

HOTEL MANSIONS,

THE REPULSE BAY HOTEL,

J. H. TAGGART,
Manager.**THE PEAK HOTEL.**1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
Mrs. BLAIR.**KING EDWARD HOTEL****CENTRAL LOCATION**ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings, Hot and Cold Water System throughout. Best of Food and Service.
Telephone 373. Telegraphic Address: "VICTORIA."
J. WITCHELL, Manager.**PALACE HOTEL**

KOWLOON.

(Two minutes from Star Ferry).

Recently renovated and refurnished, electric light and fans throughout and entirely under new management. Outside under the personal supervision of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to families on application to
Telephone K. 3. Telegraphic Add.: "PALACE."
J. H. OXBERY, Proprietor.**CARLTON HOTEL.**

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

108 HOUSE STREET.

Under American Management. Nice and quiet yet only a few minutes walk from the Banks and Central District. 43 Bedrooms, Excellent Dining, scrupulously clean. Moderate Terms. Monthly and Family Rates on application to the Proprietor. Launches meet Passenger Boats.
Telegraphic Address "CARLTON."
Mrs. F. E. CAMERON.**ALEXANDRA CAFE**

TEL. 909 18, Des Voeux Road Central. Next to Hongkong Hotel. TEL. 909

THE CAFE FOR A GOOD MEAL.Books of Tickets are issued at \$20. each.
Available for 30 Meals: Tiffin or Dinner.Our SUPPER Speciality:
two Poached Eggs and Fillet of Finnan Haddock.**BLUE BIRD**

ICE CREAM

PARLOUR

AND CONFECTIONERS

**CHOCOLATES**
FINEST Swiss Vanilla Chocolate
House Made Assorted Chocolates
Hawley's Mints and Bonbons
California "Gums" Chocolate
American Chocolate
Imperial Cocoa, 45 cts per lb.
Fruit and
Guaranteed Breckenridge Cocoa, 50 cts per lb.**TANG YUK, DENTIST,**
Successor to
the late HERN TING,
14, D'ARQUER STREET.
TERMS VERY MODERATE.
Completion free.**FRENCH LESSONS**G. MOUSSON
15, Morrison Hill Road.

HUGHES & HOUGH
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Share, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS
"Te-Kwa-Wan" Coal Storage.

Cash used
Bentley's
A. & C. 4th & 5th Editions.
A 1 Telegraphic Code.
Telegraphic Address
"HUGHES & HOUGH"
HONGKONG.

PUBLIC AUCTIONS

THE Underigned have received instructions to sell by Public Auction

(FOR ACCOUNT OF THE GOVERNMENT),
ON
SATURDAY,
March 13, 1920, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

One "Excelsior Motor Cycle"
16 H.P. twin cylinder, complete with
generator, speedometer, lamp horn, etc.,
guaranteed in first class running order.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 6, 1920.

(FOR ACCOUNT OF THE GOVERNMENT),
ON
SATURDAY,
March 13, 1920, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

A Large Quantity of
Dinner Crockery
and Glass Ware,
etc., etc.,
consisting of:—
DINNER SERVICES: Blue and
Gold, White Pink, etc.,
GLASS WARE: Champagne and
Green Rock Glasses, Tumblers and
Sundries.

Also
Baby Carriages, Ice Cream Freezers,
etc., etc.,
And
Carpet Squares, Linoleum, etc.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 10, 1920.

(FOR ACCOUNT OF THE GOVERNMENT),
ON
SATURDAY,
March 13, 1920, at 11 a.m.,
at their Sales Rooms, No. 8, Des
Voeux Road, Corner of
Ice House Street.

A number of lots of
OUTLETT and E.-P. WARE
consisting of:
Knives, Forks, Spoons, Sauce Boats,
Toast Racks, Cruets, Vegetable Dishes,
etc., etc.,
Also
8 Cases, Smoking Tobacco in small tins,
And
A quantity of Furniture, etc., etc.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 9, 1920.

(FOR ACCOUNT OF THE GOVERNMENT),
ON
SATURDAY,
March 13, 1920, at 11 a.m.,
at their Sales Rooms, No. 8, Des
Voeux Road, Corner of
Ice House Street.

A number of lots of
OUTLETT and E.-P. WARE
consisting of:
Knives, Forks, Spoons, Sauce Boats,
Toast Racks, Cruets, Vegetable Dishes,
etc., etc.,
Also
8 Cases, Smoking Tobacco in small tins,
And
A quantity of Furniture, etc., etc.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 9, 1920.

(FOR ACCOUNT OF THE GOVERNMENT),
ON
TUESDAY,
March 16, 1920, commencing
at 2.30 p.m., at their Sales Rooms,
No. 8, Des Voeux Road, Corner of
Ice House Street.

**TEAKWOOD and BLACKWOOD FURNI-
TURE, BRASS and BRASS-MOUNTED
BEDSTEADS, TEAKWOOD TWIN
BEDSTEADS, CARPETS, etc., etc.,**
comprising:—
Chesterfield Sofas, Arm-chairs (new),
Folding Card and Occasional Tables, One
Upolstered Suite, Bedroom Furniture,
comprising Teakwood Twin Bedsteads,
large and small Wardrobes, Dressing
ables, and Chairs, Washstands,
etc., (named Teakwood), Slide-
boards, Dinner Wagons, Extension Din-
ing Tables and Chairs, etc., Dinner
Services, Crockery, and Glass Ware,
Cooking Stoves, Utensils, etc., Bath
Room Utensils, Electro-Plated Ware,
Electric Reading Lamps, Blackwood
and Teakwood Screens, a quantity of
Blackwood Furniture, Blackwood Fire
Screens, Slide Tables, Chairs,
Chests, Pictures, Carpets new and
second-hand.

Also
Four Pianos, One Enamelled Bath,
Churn, etc., etc.,
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 10, 1920.

WANT ADVERTISEMENTS

35 WORDS & INSERTIONS, \$1. PREPAID.
Each additional 5 words 4 Cents.

WANTED.

WANTED.—By an American
business man, Room with two
meals per day. In replying, please
state transportation facilities. Ad-
dress Box 1175.
C/o "CHINA MAIL."

WANTED.—FURNISHED HOUSE
or FLAT, on one of the higher
levels or on the Peak, by married
couple. Letters C/o "CHINA MAIL."

TO LET.

TO LET.—A GODOWN at Yau-mai.
Apply to The Hongkong Land
Reclamation Ltd.

TO LET.—At the Peak a FIVE
ROOMED HOUSE, three-quarters
furnished, for 6 or 7 months. Apply
Box 1177 C/o "CHINA MAIL."

FOR SALE.

FOR SALE.—RALEIGH BICYCLE.
2 speed gear, back-pedalling
brake, Road racing model with mud-
guards, aluminum rims and reversible
bars. \$30 or offer. Box 1174, C/o
"CHINA MAIL."

FOR SALE.—Two Belliss and
Morcombe Triple Expansion
400 H.P. Engines, direct coupled to
250 K.W. Direct Current Generators
or 75 cycle Alternators complete
with three Boilers, Condensing Plant
and Economiser. Full Specification
can be obtained at the office of the
Hongkong Electric Co. Ltd., St.
George's Buildings. The Plant may
be inspected at the Company's Works
at North Point by arrangement with
the office.

TO LET.

TO LET.—A SHOP in Nathan Road,
Kowloon.
Apply to Humphreys Estate & Finance
Co. Ltd., Alexandra Buildings.

MOST SUITABLE AND
UP-TO-DATE
OFFICE
TO BE LET
IN CANTON.

The whole or part of the
ground 3rd floor of the
Sun Company's modern
concrete building fitted
with elevator, electric
light and water services.

Apply to:
THE SUN CO., LTD.
Hongkong and Canton.
UNIVERSAL PROVIDERS.



PUBLIC AUCTIONS.

THE Underigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE GOVERNMENT),
ON

TUESDAY,
March 16, 1920, commencing at 2.30
p.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

A Small Consignment of
HOUSEHOLD LINENS, etc.,
comprising:—
Turkish Towels, Bath Towels, Bath
Sheets, Double Bed Sheets, Battenberg
and Drawwork Bedspreads, Table
Covers, Crochet and Drawwork Dollies.

Also
A few lots of Brass Jardinières, Large
Kinkoan Vases, Japanese Vases.

And
Two Travelling bags and Suit Cases.
(All new goods and in small lots).

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 10, 1920.

(FOR ACCOUNT OF THE GOVERNMENT),
ON
SATURDAY,
March 13, 1920, at 10.30 a.m.,
at the Army Ordnance Department
Queen's Road, East.

The following
**GOVERNMENT STORES AT THE
ARSENAL YARD:—**
2 Typewriting machines, Brass, Lead,
Zinc, Steel, Wrought and Galvanized
iron, Leather, Ground Sheets, Fanned
and Plain Canvas, Rope, Old Wood,
Iron Drums, Cylinders, Paint Kegs,
Packing Cases, etc., etc.

Catalogues can be had at the Ordnance
Office or from the Auctioneers.
Terms of Sale:—Cash on delivery. All
faults and errors of descriptions at
Purchasers' risk, on fall of the hammer.
All lots to be cleared within 4 days.

HUGHES & HOUGH,
Auctioneers.
Hongkong.

WEDNESDAY,

The 17th March, 1920, at 10.30 a.m.,
at the Army Ordnance Department
Queen's Road, East.

The following
**GOVERNMENT STORES AT THE
ARSENAL YARD:—**
2 Typewriting machines, Brass, Lead,
Zinc, Steel, Wrought and Galvanized
iron, Leather, Ground Sheets, Fanned
and Plain Canvas, Rope, Old Wood,
Iron Drums, Cylinders, Paint Kegs,
Packing Cases, etc., etc.

Catalogues can be had at the Ordnance
Office or from the Auctioneers.
Terms of Sale:—Cash on delivery. All
faults and errors of descriptions at
Purchasers' risk, on fall of the hammer.
All lots to be cleared within 4 days.

HUGHES & HOUGH,
Auctioneers.
Hongkong.

TAIYO & CO.

GUARANTEED
BOOTS AND SHOES
MADE TO ORDER
No. 14, Wing Lok St.

Also
Four Pianos, One Enamelled Bath,
Churn, etc., etc.,
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 10, 1920.

(FOR ACCOUNT OF THE GOVERNMENT),
ON
TUESDAY,
March 16, 1920, commencing
at 2.30 p.m., at their Sales Rooms,
No. 8, Des Voeux Road, Corner of
Ice House Street.

**TEAKWOOD and BLACKWOOD FURNI-
TURE, BRASS and BRASS-MOUNTED
BEDSTEADS, TEAKWOOD TWIN
BEDSTEADS, CARPETS, etc., etc.,**
comprising:—
Chesterfield Sofas, Arm-chairs (new),
Folding Card and Occasional Tables, One
Upolstered Suite, Bedroom Furniture,
comprising Teakwood Twin Bedsteads,
large and small Wardrobes, Dressing
ables, and Chairs, Washstands,
etc., (named Teakwood), Slide-
boards, Dinner Wagons, Extension Din-
ing Tables and Chairs, etc., Dinner
Services, Crockery, and Glass Ware,
Cooking Stoves, Utensils, etc., Bath
Room Utensils, Electro-Plated Ware,
Electric Reading Lamps, Blackwood
and Teakwood Screens, a quantity of
Blackwood Furniture, Blackwood Fire
Screens, Slide Tables, Chairs,
Chests, Pictures, Carpets new and
second-hand.

Also
Four Pianos, One Enamelled Bath,
Churn, etc., etc.,
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 10, 1920.

INTIMATIONS.

THE HONGKONG ROPE MANU-
FACTURING COMPANY, LTD.

THE THIRTY-SIXTH ORDINARY
ANNUAL MEETING OF
SHAREHOLDERS in the above Com-
pany will be held at St. George's Build-
ing, Chater Road, Victoria on THURS-
DAY, the 18th March, 1920, at 11
o'clock a.m. for the purpose of receiving
a Statement of Accounts and the report
of the General Managers for the year
ending 31st December, 1919, and elect-
ing a Consulting Committee and
Auditors.

The TRANSFER BOOKS of the
Company will be CLOSED from
SATURDAY the 13th March, 1920,
until THURSDAY the 18th March, 1920,
both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, March 8, 1920.

THE GREEN ISLAND CEMENT
CO. LTD.

THE THIRTY-FIRST ORDINARY
ANNUAL MEETING OF THE
SHAREHOLDERS in the Company
will be held at the Office of the Com-
pany, St. George's Building, Chater
Road, Victoria, Hongkong, on SATUR-
DAY, the 20th day of March, 1920,
at 11.30 o'clock in the forenoon for the
purpose of receiving a Statement of
Accounts and the Report of the Direc-
tors for the year ending 31st December,
1919 and declaring a Dividend.

The TRANSFER BOOKS of the
Company will be CLOSED from
THURSDAY the 11th March, 1920,
until SATURDAY, the 20th March,
1920, both days inclusive.

By Order of the
BOARD OF DIRECTORS.
Hongkong, March 6, 1920.

CHINA SUGAR REFINING
COMPANY, LIMITED.

NOTICE.

THE FORTY-SECOND ORDINARY
ANNUAL MEETING OF THE
SHAREHOLDERS of the above Com-
pany will be held at the Office of the
General Agents, Pedder's Street, on
WEDNESDAY, the 24th instant, at
11.30 a.m. for the purpose of receiving
the Report and Statement of Accounts
for the year ending 31st December, 1919.

The TRANSFER BOOKS of the
Company will be CLOSED from the
16th to 24th March, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, March 5, 1920.

THE CHINA PROVIDENT LOAN
AND MORTGAGE CO., LTD.

THE TWENTY-THIRD ORDINARY
ANNUAL MEETING OF
SHAREHOLDERS in the Company
will be held at the Office of the Com-
pany, St. George's Building, No. 6
Connaught Road on SATURDAY,
the 27th March, 1920, at 11 a.m. for
the purpose of receiving a Statement
of Accounts and the Report of the
General Managers for the year end-
ing 31st December, 1919, and electing
a Consulting Committee and Audi-
tors.

The TRANSFER BOOKS of the
Company will be CLOSED from
SATURDAY the 20th March, 1920,
until SATURDAY, the 27th March,
1920, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, March 10, 1920.

NOTICES TO CONSIGNEES

AMERICAN and MANCHURIAN
LINE.

NOTICE TO CONSIGNEES.

From NEW YORK.

THE Steamship

"SWAZI."

having arrived. Consignees of Cargo
are informed that all Goods
are being landed at their risk
into the Hazardous and/or extra-
hazardous Godowns of Holt's
Wharf, Kowloon, whence delivery may
be obtained.

No claims will be admitted after
the goods have left the Godown, and
all goods remaining undelivered after
12th March, will be subject to rent.

All broken, chafed and damaged
Goods are to be left in the Godowns
where they will be examined on any
Tuesdays & Fridays between the hours
of 10.45 a.m. and noon, within the
free storage period.

No Fire Insurance will be effected.
THE BANK LINE, LIMITED.
General Agents.
Hongkong, March 6, 1920.

A. KWAI & CO.
11 & 13 Commercial Road Central, HONGKONG.

"NAVY CONTRACTORS"
Ship Chandlers, Coal Merchants,
Ball-Makers, General Storekeepers
and all kinds of Goods.
Cable Add. "A. KWAI".
Tel. No. 181.

"WALLA WALLA" Launches at
Blake Pier. Night and day ser-
vice.

KEATING'S

WALLA WALLA Launches at
Blake Pier. Night and day ser-
vice.

WALLA WALLA Launches at
Blake Pier. Night and day ser-
vice.

WALLA WALLA Launches at
Blake Pier. Night and day ser-
vice.

WALLA WALLA Launches at
Blake Pier. Night and day ser-
vice.

WALLA WALLA Launches at
Blake Pier. Night and day ser-
vice.

WALLA WALLA Launches at
Blake Pier. Night and day ser-
vice.

WALLA WALLA Launches at
Blake Pier. Night and day ser-
vice.

WALLA WALLA Launches at
Blake Pier. Night and day ser-
vice.

THE GOVERNMENT'S COAL
PROPOSALS.

The proposals of the Government
regarding the coal industry formed
the subject of a statement by Sir A.
Geddes in the House of Commons on
Monday, the 22nd ulto. Sir A.
Geddes summarised the situation by
stating that increased capital em-
ployed in the development of the
industry must be remunerative; that
the Sankey wage must be regarded
as part of the working expenses;
and that as the coal of some col-
lieries is retained in the country for
sale at a low and unremunerative
rate, those collieries which are ben-
efitting by a large export trade at
the present high rates, should be made
to contribute to the relief of the firms
supplying coal for use in this country.
The coal industry remained controlled
and will so remain till August next.
The Government, it is said, is endeav-
ouring to arrive at an agreement with
coalowners on the lines suggested
above, in order to make the inland
collieries self-supporting. It is in-
tended that special contribution to be
exact from the exporting collieries,
and the compensation granted to the
inland collieries should be a nearly
balance as possible, and a fair and
equitable distribution of the total
profits of the industry be arrived at.
In the event of an agreement not
being found possible, the Government
will formulate its own proposals.
In either event the scheme will be
embodied in a Bill and laid before
the House after it reassembles. The
difference between home and export
prices for coal is about 30s. at the
present time.—Engineering.

OVERCOMING INFLUENZA.

How After-Effects are Dispelled.

The most serious difficulty that con-
fronts all who fall victims of influenza is
the problem of ridding their system of
the after-effects of the disease. Even in
those cases where the attack is light,
the after-effects are obstinate and severe.
Normally bright and cheerful people
become depressed and melancholy, their
hair falls out, food causes distress and
sleep is broken and unsatisfactory. They
develop "nervy" and sudden noises
startle them.

The blood is the body's most depend-
able weapon in the fight against disease,
and when the enemy is as violent as
influenza the blood generally becomes
spasmodic and impure.

No time should be lost in strength-
ening the system and at this time a reliable
blood-builder, such as Dr. Williams' pink
pills, is the best remedy for regaining
health. Dr. Williams' pink pills contain
the necessary elements to that go towards
increasing and enriching the blood
supply, and while they are doing this
the starved nerves are toned up by
the new blood. At the same time
the toxic properties of these pills
strengthen the stomach, and make
digestion easy.

If you are suffering from the after-
effects of influenza, or are in weak health
owing to any other cause, treatable by
improving the blood, or disorders of
the nerves, NOW is the time to begin Dr.
Williams' pink pills for pale people.
They are obtainable from druggists
everywhere, or post free, one bottle for
\$1.50, six for \$8.00, from Dr. Williams'
Medicine Co., 98 Schenck Road, Shang-
hai.

INTIMATIONS

HONGKONG TRAMWAY COMPANY,
LIMITED.

(Incorporated in the United Kingdom)

NOTICE IS HEREBY GIVEN that
the COLONIAL (Hongkong)
REGISTER of the Company will be
CLOSED on TUESDAY, 16th March,
1920, to WEDNESDAY, 14th April,
1920, both days inclusive.

By Order of the Board of Directors.
W. E. ROBERTS,
Secretary.

Hongkong, March 5, 1920.

THE HONGKONG ELECTRIC
COMPANY, LIMITED.

THE Consumers of the Company will
be notified individually if their fans
are not suitable for the current supplied
during next Summer and they are
requested to take no notice of advertise-
ments to the contrary issued by any
other persons than the Hongkong
Electric Co., Ltd.

GIBB, LIVINGSTON & CO.
Hongkong, March 10, 1920.

A Welcome Visitor

at any time
every
household.

Bug, Flea, Beetle,
Moth, Fly, etc., dies
once it has come into
proper contact with

KEATING'S

WALLA WALLA Launches at
Blake Pier. Night and day ser-
vice.

WALLA WALLA Launches at
Blake Pier. Night and day ser-
vice.

WALLA WALLA Launches at
Blake Pier. Night and day ser-
vice.

WALLA WALLA Launches at
Blake Pier. Night and day ser-
vice.

WALLA WALLA Launches at
Blake Pier. Night and day ser-
vice.

WALLA WALLA Launches at
Blake Pier. Night and day ser-
vice.

WALLA WALLA Launches at
Blake Pier. Night and day ser-
vice.

WALLA WALLA Launches at
Blake Pier. Night and day ser-
vice.

WALLA WALLA Launches at
Blake Pier. Night and day ser-
vice.

WALLA WALLA Launches at
Blake Pier. Night and day ser-
vice.

WALLA WALLA Launches at
Blake Pier. Night and day ser-
vice.

WALLA WALLA Launches at
Blake Pier. Night and day ser-
vice.

WALLA WALLA Launches at
Blake Pier. Night and day ser-
vice.

WALLA WALLA Launches at
Blake Pier. Night and day ser-
vice.

NOTICES.

THE MOTOR UNION INSURANCE COMPANY, LIMITED
AND
THE UNITED BRITISH INSURANCE COMPANY, LIMITED.
FIRE, MARINE, LIFE and MOTOR ACCIDENT.
For Rates and Particulars apply to the General Agents
UNION TRADING CO. Prince's Building.

GREEN ISLAND CEMENT CO., LD.
PORTLAND CEMENT.

In Casks of 37½ lbs. net.
In Bags of 500 lbs. net.

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

JUST ARRIVED
Ladies' Trimmed and Untrimmed HATS for Summer
Latest Style.
Prices to suit all purses.
POHOOMULL BROS.
Telephone 2468. 35, QUEEN'S ROAD CENTRAL.

THE HOTEL ASIA

WEST BUND, CANTON.

The highest building in Canton affording a
panoramic bird's eye view of the whole
city and suburbs.

Large and airy rooms, Elevators, Electric Lights and Fans installed.
Hot and cold water service fitted, Excellent Cuisine, Bar and Billiard
room, Roof Garden, Cinematograph Theatre and every modern
convenience provided.

Special monthly and family rates can be
arranged on application to

THE SUN CO., LTD.,
Proprietors.

**NEW YORK'S
LEADING HOTELS**

JOHN MEE BOWMAN, PRESIDENT

COMMODORE	BILTMORE
MANHATTAN	BELMONT
MURRAY HILL	ANSONIA

This group repre-
sents every type of
first-class hotel,
all of which are
centrally located.

LONG HING & CO., PHOTO SUPPLIES,
Kodak and Kodak Films, etc. etc.
DEVELOPING & PRINTING A SPECIALTY.
No. 174, QUEEN'S ROAD CENTRAL, HONGKONG.

These Cigarettes are made of selected Mild
leaf tobacco and quite harmless to those
who are accustomed to inhale.

NANYANG BROTHERS TOBACCO CO.

165, Des Voeux Road, Hongkong.



ROBERT PORTER & SON'S BULL DOG BRAND GUINNESS' STOUT

PINTS per case of 8 dozen \$30.
per dozen \$3.80

SPLITS per case of 12 dozen \$32.
per dozen \$2.75

SOLE AGENTS:-

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS,

HONGKONG.

TEL. 616.

Wm. Powell Ltd.

TELEPHONE 546

JUST RECEIVED

SPRING HATS

Semi-trimmed Straws.

INSPECTION INVITED.

MARRIAGES.

JAROSKE-WALKER.—On March 3, at Shanghai, Harold P. Jaroske of the U.S. Consulate, to Nessa, elder daughter of Mr. and Mrs. Maurice J. Walker (formerly of Chinkiang).

DEATHS.

LOEHR.—On January 18, at Nashville, U.S.A., Rev. Geo. R. Loehr, aged 64, son-in-law of the late Dr. Y. J. Allen.
TURNER.—On February 26, at New Orleans, U.S.A., Mrs. Henry S. Turner (Mary Louise, second daughter of Mrs. Y. J. Allen).
MYERS.—On February 28, at Pagoda Anchorage, William Wykeham Myers, M.B., C.M., H.B.M. Vice-Consul and Customs Medical Officer, in his 74th year.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."
HONGKONG, THURSDAY, MARCH 11, 1920.

CHINESE CALENDAR.

Someone in Canton writes to the Far Eastern Political Science Review defending the retention of the old calendar in China, and protesting against the revolutionary attempt to force upon the people the official or foreign calendar. Those who wished for this change, in the opinion of the writer reviewed, "must be ranked with the short-sighted and brainless theorists of foreign socialism in China." A nasty one for Dr. Sun. It only remains now for some Cantonese to call him a Bolshevik. It is argued in this article that China's venerable customs and social organizations, conservatively cherished, save her from strange fads, imported experiments, and foreign domination. There is point in that; but it is not enough for the champion of the old style of reckoning time. In the Treaty ports, which don't count against the welfare of the vast residuum of China, it may be convenient to synchronize dates; but for the bulk of the Chinese the old ways are the best. "How," he demands, can the Chinese live and act without this old cherished calendar, which indicates the date favourable to commercial enterprise, the time to get married with the greatest chances of happiness? This review is a bilingual one, and the French ver-

sion has it: "qui donne le jour ou l'on peut prendre femme avec les plus grandes chances de bonheur." Apparently the old calendar has merits of the "fortune telling" sort, though we do not see how it is more apt than any other. Is a Chinese irresolute regarding the conclusion of an important commercial transaction? Immediately he will consult the old calendar and find the adequate answer which will end his irresolution. So far as we know both, we regard the two calendars as equal in this matter. Does an Englishman contemplate gambling in local stocks, and desire the omens? Quite simple. Immediately he will refer to the almanac, to see if the month has an unlucky 13 in it. Any month with a 13 in it is a bad month in which to gamble. There must be something about the old Chinese calendar we haven't detected, for this writer assures us that for any contemplated journey it will indicate the safest route. "where no accident will be possible." That makes the eagerness displayed by our Chinese servants at New Year, for Chinese calendars, more understandable. They believe in "times and seasons." There is a time to work, a time to be industrious, a time to be civil, a time to be honest. Let us hope they will find those times in the old calendar, and we will gladly excuse them for preferring it before the new.

ADVERSARIA.

Intelligent readers, a protest, those who take the China Mail for its short-sighted and brainless theorists who are advocating the adoption of foreign socialism in China. A nasty one for Dr. Sun. It only remains now for some Cantonese to call him a Bolshevik. It is argued in this article that China's venerable customs and social organizations, conservatively cherished, save her from strange fads, imported experiments, and foreign domination. There is point in that; but it is not enough for the champion of the old style of reckoning time. In the Treaty ports, which don't count against the welfare of the vast residuum of China, it may be convenient to synchronize dates; but for the bulk of the Chinese the old ways are the best. "How," he demands, can the Chinese live and act without this old cherished calendar, which indicates the date favourable to commercial enterprise, the time to get married with the greatest chances of happiness? This review is a bilingual one, and the French ver-

Not that the Adversaria's claims, or was ever likely to claim, to be always right. He was wrong in his pig-headed disbelief in ghosts, for instance. He met a ghost in Pedder Street yesterday. It was the ghost of a man who died seven or eight years ago. It shook hands with him, and there was no feeling in the hand it offered. It was a gaseous invertebrate. It said it had been trying to get into communication with him for some time. Even

if communication with the spirit world be possible—even granting that it be true—the Adversaria does not want to take part in it. He can get along without it. Remarkable something about a "strangled" sailor lying on the stairs, in a very hollow voice, this ghost vanished. The occurrence took place in broad daylight, and is here simply and truthfully reported.

Yesterday's police court case, in which a licensed truck-driver was employed by thieves to loot a beer godown, and very innocently aided their impudent theft, recalls the story of the policeman passing an allotment garden late one night, when it was all but dark. A man was there pulling up vegetables, and he naturally turned his bull's-eye on the stooping figure. "Ah, good evening, officer," said the man. "If you'll be good enough to show a light for a few minutes, I'll be happy to give you a few heads of the finest celery you ever saw. I've been sally, and left this job too late." The obliging officer held the light while the man filled his sack, and thanked him for the promised cumbshaw. His feelings at the station next day, when the owner of the garden lodged a report that it had been robbed, were what may well be termed mixed.

A few days ago, you may remember, we said that the Clerk of the Weather, then giving us cold, raw, unseasonable days, Must Go. Have you noticed how the weather suddenly turned warm? "The paper that gets things done" has once more shown how influential it is.

The true formula is at last discovered, that should abolish much hot air, and simplify the issue between Capital and Labour for ever. It comes from America, the home of shrewd thought and terse expression: "The Wrong." Hitherto the method of dividing production has been that Labour was given no more than just enough to make it carry on, while Capital took the rest. The Remedy: Capital should take just enough to make it worth while to carry on, and divide the rest among Labour.

When this is done, we shall hear no more of Bolshevism or Socialism or Direct Action, etc. Instead of fixing a Minimum Wage, fix a Maximum Profit. That seems to put the policy in a nut-shell. You will still need the nut-crackers, of course.

Do they teach punctuation nowadays? The modern generation seems to think it does not matter. Handling much "copy," we find a disinclination to use the period, or full-stop, a stupid extravagance in commas, and an almost total disregard of the colon and semi-colon. The habit of writing a "dash" indicates uncertainty as to the correct punctuation mark. This writer should think how he would wish his effusion read aloud. A comma should indicate a pause of one second's duration, a semi-colon two seconds, a colon three, and a period four. We find this in a humorous weekly, headed "No Punctuation."

A funny old man told this to me I fell in a snowdrift in June said he went to a ball game out in the 'seas I saw a jelly-fish float up in a tree I found some gum in a cup of tea I stirred my milk with a brass key I opened my door on my bended knee I beg your pardon for this said he But his true when told as it ought to be 'Tis a puzzle in punctuation you see

It may not be generally known that the semi-colon was introduced in Greek what we called the "question mark," the note of interrogation. The top half of "?" is the bottom half of "K." Koolon is Greek for "limb." Comma means a bit cut off, so that it would be quite correct to ask for a comma of bread, or sausage.

The mango tree in the Queen's Road have been in bloom for nearly two weeks. The azaleas opposite the Bank are out. Topside the gardens are lovely, no less than three different whites having replaced the camellias. There are also various new reds in profusion. Here and there a ginger-bloom lingers. The papayas have lost their foliage. There are two flower shows per annum in our town, and only one of them has a brass band and a fashionable attendance. The other is the nigger.

On our desk this morning, this chit: "The Adversaria is some prophet alright. He said that C. and R. M.C. They are shortly

going to England together. H'm. This will be one of those absences that make the heart grow fonder. In our correspondence

another column we publish a sarcastic obit about an ordinary newspaper lie in Tuesday's issue. We don't know who J.W.T. is, but we are glad there is a man amongst us who reads with his mind, and can analyse. We would be gladder if we felt sure he would be as incredulous about all the lies he has read about other great men, such as Lenin and Trotsky.

One of our contributors ceased to contribute at the end of the year. By a most remarkable coincidence, he is now telling all his friends that the China Mail has been unreadable since the New Year.

LOCAL AND GENERAL.

To-day's dollar is worth 5s. 3½d.

Undelivered cargo by the s.s. West Squana becomes subject to rent from to-morrow.

Cargo by the s.s. "Yokohama Maru" must be cleared by to-morrow or rent will be charged.

The American Consul General has received a telegram from Yunnanfu from Lieut. Colonel Drysdale, Military Attaché of the United States at Peking, indicating that Mr. Sheldon, the American missionary who has been imprisoned by bandits for some time in Yunnan, has been released. No details of the negotiations carried on by Colonel Drysdale have as yet been received.

When a Chinese youth was this morning charged before Mr. Irving, with "unlawfully returning from banishment after having been sent away last year for a period of ten years, he pleaded "guilty" and said he came back to ask his mother for some money. Sgt. Ogo said the defendant was convicted for larceny in September, 1918, and again in October, 1919, for assault, and banished for ten years. He returned a few days ago. Sentence of 12 months' hard labour was passed.

A Chinese against whom a previous conviction was proved, was this morning sentenced by Mr. N. L. Smith to three weeks' hard labour for the unlawful possession of a coal scuttle, described by the Police as brand new. He said he met a marine hawker yesterday, and the latter offered the scuttle to him at very low price. Thinking of making a little profit on it by re-selling, he bought it from the hawker. He did not know it was stolen property. His Worship did not believe the story, and convicted him.

Mr. N. L. Smith this morning sentenced a Chinese to six weeks' hard labour for the theft of a bag of rice from a cargo boat. He pleaded "not guilty" when the charge was read to him. The prosecution said which was engaged in towing a junk laden with bags of rice. A man on the junk who had absconded, was seen to throw the bag of rice on to the launch as it made alongside the wharf, and the defendant was immediately grabbed, but the other got off during the confusion which followed the defendant's arrest.

While an elderly coolie, apparently an opium smoker, was engaged in carrying a heavy load outside the Hongkong Kinema Theatre, he suddenly collapsed, and lay huddled up on the ground. Other coolies lifted him up, and put him against a tree. The ambulance was phoned for, but up to the time one of our reporters left the scene, it had not appeared; not that it would have been of any assistance to the unfortunate man if it had, for he was "dead to the world" a few minutes after he collapsed. It was apparently a case of heart failure.

Among those who left the Colony to-day by the Teno "Maru," were Mr. J. H. N. Mody, Mr. C. G. Purdue, A. S. P. Mr. W. Ray of Queens College and Bishop O'Hara of Guam, who has been attending the Conference here. Passengers by the Empress of Russia included the Hon. Mr. Claud Severn, C.M.G., Dr. C. W. and Mrs. McKenny, the Rev. F. G. B. Hastings, Naval Chaplain, Mr. C. B. Buyers, superintending engineer of the Peak Tramway, Mr. and Mrs. Henry Humphreys, Mr. and Mrs. W. E. L. Shenton, Mr. and Mrs. F. M. Hurley, Mr. and Mrs. O. E. Griffin Lt. Col. G. B. Crisp.

Memo. of Cargo Shipped per Mackinnon, Mackenzie & Co. Agents P. & O. S. N. Co. s.s. "Kashmir" on March 8: For London, 754 H/Chas. tea 157 bales waste silk, 747 rolls mats, 25 cases Chinaware, 1 box ramill fibre, 2 cases silk, 1 case rice picture, 4 cases preserves, 12 cases furniture and effects, 100 cases star aniseed, 50 cases cantharides, 62 cases hairstumps, 2 barrels salt meat, 32 bags bismuth ore, 601 packages gum oilbunum, 4 For Lyons, 24 bales raw silk: For Marseilles, 24 cases blackwoodware, 52 cases Chinaware, 11 cases silk, 50 bales waste silk, 10 bales raw silk, 100 bales bamboo splits: For Port Said, 20 boxes silk punjun.

OPEN LEAGUE BASKET BALL.

Played at Y.M.C.A. Gymnasium Wednesday, the March 10, American Athletic Club 50, Queen's College White 7, U.S.S. "Helena" 37, University B 8. Scores are as follows:—
A. A. C. 50, v. QUEEN'S COLLEGE WHITE 7.
B.F.T.P. B.F.T.P.
1020—Morse H. Chau —0121
6011—Church H. Ng —0000
13120—Routh C. Lau —2010
2120—Lloyd R. Wong —1011
2010—Cuckoo Ig Leung —0011

24281 3163
Referee, K. D. Yang, Umpire, Ko Sik Wai, Timekeeper, Luk, Scorer, Mohler.
U.S.S. "Helena" 37, v. UNIVERSITY B.

B.F.T.P. B.F.T.P.
1010—Creer R. F. Sling —1000
4000—Best L. F. Pao —2210
5020—O. Brine C. Cheah —0000
4031—Grant R. G. Hu —0000
2010—Schurman —0000
2000—L. G. Wong —0000
0120—Shivaski Res. Con —0000
0120—Gordon Res. Kong —0000

16191 3210
Referee, Ko Sik Wai, Umpire, J. L. McPherson, Timekeeper, Luk, Scorer, Lok I.
Explanation of Scoring table, B, the number of baskets or goals thrown from the field, F, the goals thrown from free trial as penalty for foul, T, Technical foul, P, personal foul, holding or unnecessary roughness, etc.

The opening games of the Hongkong Basketball League will be played on March 9 and 10 in the Y.M.C.A. Gymnasium.

The results are as follows: South China 19; University "A" 3; American Athletic Club 50; Queen's White 7; U.S.S. "Helena" 37; University "B" 8.

The standing of the League is as follows at present:—
The American Athletic Club 2 points.
U.S.S. "Helena" 2 points.
South China 2 points.
University "A" 0 points.
University "B" 0 points.
Queen's Whites 0 points.
I.R.C. 0 points.
Y.M.C.A. 0 points.
Queen's Red 0 points.

BIG FINE.

At the Magistracy, before Mr. Irving this morning, a Chinese was charged with the unlawful possession of 294 1/2 tins of prepared non-Government opium valued at \$3,594. Mr. Turner appeared for the defence and said he would plead guilty to possession, but in doing so, he would like to point out to his Worship that the defendant was not the principal in the case. He was merely an agent of the principal who was in the country at the time of the accused's arrest.

Counsel said he asked for a remand on the previous hearing because he thought there was a possibility of communicating with the defendant's employer and get him to come down from the country and admit ownership of the opium and pay the fine, but he was sorry to say that the owner of the opium could not be prevailed upon to come to Hongkong. Under the circumstances, he would ask his Worship to take the fact that the defendant was only an agent, into consideration when passing sentence. Inspector Kent said that as the result of certain information received, Sgt. Cockle went to the first floor of No. 8, Ah Chung Lane and on the strength of warrant searched the place. In the two rattan bags (produced), the key to which the defendant produced, he found the drug. The Inspector said he was sure the defendant would not be able to pay the full penalty which is a fine of nearly \$36,000, ten times the value of the drug. If the defendant's master were here, might be able to pay the fine, but as it was, it is no use pressing for the full penalty. The defendant was in physical possession of the drug at the time of the seizure, whether or not he was the owner of the drug was another thing. His Worship imposed a fine of \$10,000, or, in default, 12 months' hard labour. Needless to say, the defendant preferred to do the 12 months.

CRICKET.

The following will represent H.K.C.C. v University (League fixture) on the Club ground next Saturday at 2.15 p.m.—E. J. R. Mitchell (Capt.), C. Blaker, R. A. Brand, A. Burne, W. Day, R. A. Green, P. Jacks, A. K. Mackenzie, W. W. Mackenzie, P. G. de Paravicini, H. S. Philp.

BILLIARD CHAMPIONSHIP.

To-morrow night (Friday) at 8.30 p.m. Mr. A. G. Fife will meet L. T. B. Golding.
This game should be worth watching as Golding is considered a serious contender for the title.
There will be no game to-night.

BANKRUPTCY COURT.

FIRE AND FAILURES.

The Chief Justice, Mr. H. H. J. Gompertz, sat in Bankruptcy Court this morning.

In the matter of Chan Yuk Shan, trading as Yung Hau, the Official Receiver in making application for adjudication said a creditor's meeting had been held but passed no resolution, electing the Official Receiver to do as he thought fit. He wished to explain the circumstances to His Lordship. On the 14th day of the 8th moon a fire took place in the debtor firm's place of business and the whole of the firm's assets went up in smoke with the exception of a small amount of tea. Very heavy insurance had been effected and \$14,000 was collected from various insurance companies. The petition as drawn up showed two partners, Chan Yuk Shan and Wong Yung Po. At the preliminary enquiry held by the Police they stated there were eleven partners. On looking through the books he (the Official Receiver) had discovered that since the fire took place at least two of the partners had received their capital back.

His Lordship: You found there were more partners?
The Official Receiver: Yes, I have discovered that two other partners besides the two mentioned were paid out shortly after the fire. They were not big partners.

The various claims date before the fire?—Yes. I have also discovered that the petitioning creditor is a brother-in-law of Chan Yuk Shan and his business premises are just opposite the debtor firm. Therefore I think it must be taken that he knew the details of the composition of the firm. Since the fire took place \$14,000 insurance has been received and they have also collected about \$5,000 book debts. Two Summary Court actions were brought against the firm and in consequence this petition was brought by a creditor. I have been able to collect so far \$1,200 in book debts and perhaps I may be able to collect \$100 more. A sum of \$18,000 has been disposed of somehow or other. As far as I can see it has been paid away to various people who were partners, or were alleged to be creditors. His Lordship: It looks as if an offence had been committed under the Bankruptcy Ordinance.

The Official Receiver: Yes, it does. Will you be in a position to persuade any of the creditors to put in a petition against the firm?—I have done my best in that respect and nothing has come of it.
If I dismiss this petition now—it would be inadvisable because you have some assets?—It would be against the interest of a large number of creditors who have proved.

His Lordship: I am not going to make adjudication and it would be inadvisable to dismiss the case. I will let it stand over sine die.

GAMBLERS FINED.

As the result of a raid made by Sgt. Cockle of the Wanchai Police, on the second floor of No. 11 Wing Fong Lane last night, 24 Chinese were arrested for gambling. They were taken to No. 2 Police Station, and allowed out on Police bail of \$5 each. This morning 21 of them appeared before Mr. Irving charged with gambling. One of them was also charged with keeping a common gaming house. Mr. A. E. Hall who appeared for the alleged keeper, said he was prepared to admit gambling, but he would deny keeping a common gaming house. Inspector Kent who prosecuted, said he was prepared to accept that plea, and withdraw the charge of keeping a common gaming house. When the charge was read to the defendants, they all pleaded "guilty." A fine of \$3 each was imposed, and \$5.50 found on the gambling table was confiscated. In the case of the three absent men, their bail in the sum of \$5 each was estreated.

FOOTBALL.

H.K.F.C. v. ST. JOSEPH'S COLLEGE.

The following team will represent the Hongkong Football Club in their match versus the St. Joseph's College (Semi-Final Hongkong Challenge Shield) on Saturday the 13th inst. at 4.30 p.m. G. Rodger, A. Black, M. Tonkin, M. L. Ralston (Vice Capt), J. Stewart, J. W. McPhail, J. B. Hamilton, T. Neal, J. Stalker, J. Rodger, K. E. Ellis.

The following will represent the H.K.F.C. 2nd eleven versus the St. Joseph's College at 2.30 p.m. on the Club Ground on Saturday the 13th inst. McKenzie, Gerrard, Jones, Ogilvie, Weyman, Matthews, Filger, May, Zeveirij, Boyesen and Meffer.

A LIFE SAVER.

It is safe to say that Chamberlain's Colic and Diarrhoea Remedy has saved more suffering than any other remedy in existence. It is known all over the civilized world for its speedy cure of cramps in the stomach, diarrhoea and all intestinal pains. For sale by all Chemists and Storekeepers.

THE FUTURE OF THE U.S. MERCHANT MARINE.

HOW IT MAY BE HANDLED.

The return of normal competition in shipping and new prominence of the United States in world commerce make the operation of our war built merchant fleet an important problem in our national policy, the National Bank of Commerce in New York declares in the January issue of its magazine, Commerce Monthly. Despite our lack of experience in international shipping, there is an evident determination to develop our maritime opportunities instead of depending on other nations as in the past, the bank says.

Such development is possible for this country, the bank believes, only if our merchant fleet is privately owned and operated and if the restrictions of our present maritime laws which cripple United States shippers in competition with other nations, are removed.

"It is generally recognised that the permanent development of our merchant marine can be best accomplished through private ownership and operation," Commerce Monthly says. "Competition in the field of overseas trade, in normal times on the economic basis of profit from services rendered demands a measure of individual freedom of judgment and breadth of experience that cannot be had under Government control."

"Sound policy, therefore, requires the withdrawal of the Government from the field of shipping as rapidly as circumstances permit. In the fulfilment of the policy, however, there are certain difficulties which must be overcome. There is, first of all, the question of the price at which the Government-owned ships should be disposed of. The price for which the Government sells its shipping can have little relation to cost, but must be determined on the basis of the domestic and foreign demand and market prices for shipping."

"It would seem clear that the only basis on which new capital may be made available for the development of out merchant marine is the prospect of earning reasonable returns on investment. Before a broad field of investment can be made available to the shipping industry, however, the quality and security of ship mortgages, which are now subject to a variety of prior liens, must be improved and standardized. Furthermore, to assure U.S. shipping a more nearly equal basis of competition imposed by our navigation laws, which tend to increase unduly the relative costs of operation, may well be considered."

"As for governmental assistance in the development of a merchant marine, the United States has never followed the policy of granting general bounties or subsidies on either construction or operation. It must be understood, however, that the coastwise trade of the United States has since 1817 been reserved exclusively to American-built ships operating under the United States flag. During the war the exclusion of foreign shipping from our coastwise trade was suspended under a system of Shipping Board permits; but it again becomes effective after the conclusion of peace. Two significant features of our coastwise shipping in the development of a merchant marine is often overlooked. In 1914 the United States tonnage in foreign trade was hardly more than a million gross tons, but the tonnage in the coast trade totalled 61 millions. Our total tonnage was much less than that of Great Britain but exceeded the tonnage of any other country. This coastwise marine forms a nucleus of interest, shipping experience and capital investment, which in good measure must be relied on in developing a permanent ocean-going merchant marine under the United States flag."

"With the restoration of requisitioned tonnage to private control, and the employment of Government owned shipping in peaceful activities the United States marine has become important in the movement of ocean-borne commerce. Whereas, in 1914, 82 per cent. in value of the exports of the United States were carried in United States bottoms, during the present year there has been a steady increase in the percentage of exports so carried; from 23.3 per cent. in January to 45 per cent. in September. "In estimating the present strength of U.S. shipping, however, due account must be taken of the character of the tonnage itself. The war emergency led to the construction of a considerable number of wooden ships. It is doubtful whether under competitive conditions they will be found permanently serviceable in the overseas trade, although they may possibly be utilised to advantage in carrying domestic traffic. During the war, moreover, a considerable number of steel vessels of small tonnage were constructed. It is generally recognised that under normal competitive conditions in overseas trade large vessels are more efficient and economical than smaller ships. It should be noted moreover, that as regards construction since the war, the Shipping Board has corrected its policy to provide for ships of larger tonnage."

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 9 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 9 a.m. (Sundays excepted) and 6 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

SAILINGS—

To Macao daily at 9 a.m. (Sundays at 2 p.m.)
From Macao daily at 9 p.m. (Sundays at 6 p.m.)

Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. T. G. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.
Regular Sailings to NEW YORK via Panama Canal.

S.S. "MUNCASTER CASTLE"

Sailing on or about March 18th.

LLOYD TRIESTINO

BEINISL, VENICE & TRIESTE

S.S. "PILSNA"

Sailing on or about March 25th.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between

FOR JAPAN.
S.S. "BORNEO MARU" On 17th March.
JAPAN, HONGKONG & JAVA

FOR JAPAN.
S.S. "KIOJUN MARU"
Sailing on or about March 21st.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA.)

Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAPE TOWN.
In conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND AFOR LINES.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.
(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 516).

O. S. K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

Monthly direct service via Singapore and Port Said.
ANDES MARU (Call Marseilles) Middle of March.
CELEBES MARU (Call Marseilles) Middle of April.

GENOA & BOMBAY

Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES

Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

TACOMA MARU

Thursday, 1st April.

BOMBAY & COLOMBO

Regular fortnightly service via S. ports.

SAIGON MARU

Wednesday, 15th March.

SAIGON, BANGKOK & SINGAPORE

Regular Monthly service.

UNNAN MARU

Thursday, 1st April.

SYDNEY & MELBOURNE

Monthly service taking cargo to New Zealand and Pacific Islands.

MADRAS MARU

Thursday, 11th March.

VICTORIA & VANCOUVER

Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokohama & Yokohama.

ARABIA MARU (Call Shanghai)

Tuesday, 6th April.

MANILA MARU (Call Shanghai)

Tuesday, 20th April.

KEELUNG via SWATOW & AMOY

These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

AMAKUSA MARU

Sunday, 14th March.

TAKAO via SWATOW and AMOY

SOSHI MARU Tuesday, 13th March.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager, No. 1, Queen's Building, Tel. No. 744 and 745.

For MELBOURNE via SYDNEY, QUEENSLAND PORTS (Including PORT DARWIN), SANDAKAN & MANILA.

EXCELLENT PASSENGER SERVICE

S. S. "HWAH PING"

Sailing on about 15th March.

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S. S. CO.

Agents.

119, Connaught Road, Central.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION

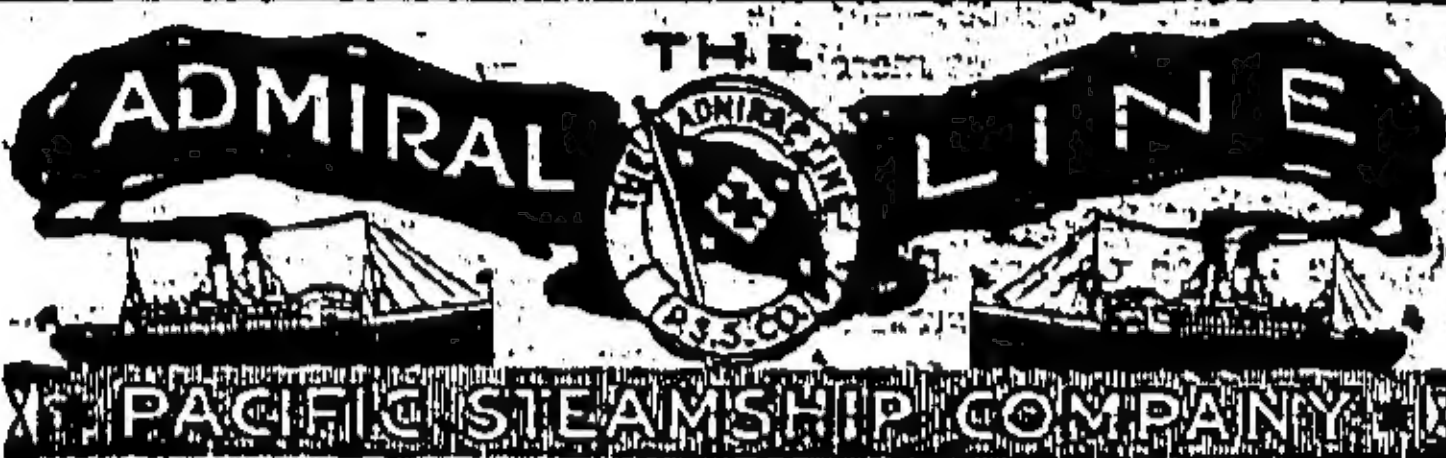
WUHU HONGKONG Mar. 12, Noon.
SHANGHAI HONGKONG Mar. 12, 4 p.m.
SHANGHAI HONGKONG Mar. 12, 10 p.m.
WUHU HONGKONG Mar. 13, 10 p.m.
SWATOW & BANGKOK HONGKONG Mar. 13, 10 p.m.
SWATOW & BANGKOK HONGKONG Mar. 13, 10 p.m.
SWATOW & BANGKOK HONGKONG Mar. 13, 10 p.m.
SWATOW & BANGKOK HONGKONG Mar. 13, 10 p.m.
SWATOW & BANGKOK HONGKONG Mar. 13, 10 p.m.
SWATOW & BANGKOK HONGKONG Mar. 13, 10 p.m.

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent Saloon accommodation, Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 24.



Operating the following U.S. Shipping Board Steamers.
For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"ELSTON" (Calling at Shanghai and Kobe) About March 17th.
"ELDRIDGE" About March 22nd.
"CITY OF SPOKANE" About April 28th.
"IONIAN" About May 20th.
"CROSSKEYS" About June 2nd.

For PORTLAND Direct.

"ABERDEEN" (Calling at Shanghai and Kobe) About March 15th.
"PAWLETT" About March 29th.
"COAKLEY" About April 17th.
"WARREN" About May 15th.
Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:
THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "SAGAPORACK"

About MARCH 21st.
Via PANAMA.

S.S. "WINJAH"

About APRIL 10th.
Via PANAMA.

S.S. "WEST WIND"

About APRIL 17th.
Via PANAMA.

S.S. "DRYDEN"

About APRIL 17th.
Via PANAMA.

For freight, space and particulars apply to—

THE ADMIRAL LINE.

Telephones 2477 & 2478. AGENTS Fifth Floor, Hotel Mansions.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

DIRECT

THROUGH SERVICE TO ALL OVERLAND-POINTS

VIA

PORT OF LOS ANGELES, CALIFORNIA, U.S.A.

Operating the following FAR EASTERN SERVICE for the account of the United States Shipping Board.

S.S. "WEST MONTPE" loading about March 15th.

S.S. "WEST HIKA" loading about April 15th.

Through rates quoted and through Bills of Lading issued to all overland points in the United States.

OFFICES: SINGAPORE, MANILA, SHANGHAI, KOBE.

HONGKONG OFFICE:—3rd Floor, Prince's Buildings.

Chater Road, Telephone No. 1092.

CHAS. E. RICHARDSON, General Agent for South China.

TOYO KISEN KAISHA

SAN FRANCISCO LINE

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.

FAST and LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers tons Leave Hongkong.

TENYO MARU 22,000 11th March.

SHINYO MARU 22,000 1st April.

SHIBUKI MARU 20,000 1st April (from Yokohama).

PERISHA MARU 17,000 10th April.

KOREA MARU 20,000 3rd May.

From Kobe. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, BALBOA, BALBOA, OAKLAND, ALICIA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers tons Leave Hongkong.

ANYO MARU 13,000 March 18th.

KIYO MARU 14,000 May 11th.

KIYO MARU 14,000 July 15th.

Steamers are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

FREIGHT SERVICE

Direct Freight Service to CUBA and NEW ORLEANS via San Francisco, Balboa and the Panama Canal.

Leaves Hongkong last half of February.

For all information as to rates, freight space, sailings, etc., apply to—

T. DAIGO, MANAGER, King's Building.

Telephone 2376 and 2378.

SHIPPING

C. P. O. S.

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki, (Moji) Kobe & Yokohama)

STEAMERS

Empress of Russia Mar. 11 Mar. 29

Empress of Japan Mar. 29 April 19

Empress of Asia April 8 April 28

Monteagle April 13 May 10

Empress of Russia May 9 May 24

Empress of Japan May 28 June 16

Empress of Asia June 3 June 21

Monteagle June 4 June 28

Empress of Russia July 2 July 19

Empress of Japan July 20 Aug. 10

Empress of Asia July 29 Aug. 16

Monteagle Aug. 5 Aug. 29

Empress of Russia Aug. 26 Sept. 13

Empress of Japan Sept. 14 Oct. 5

Empress of Asia Sept. 23 Oct. 11

Passage from Hongkong to United Kingdom.

Canal via SUEZ: Express of Japan 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia 18, 10 Tons Reg. Gold 8,000 Tons Reg. Gold

SEARCH FOR BRITISH OIL

LAST YEAR'S OPERATIONS.

A report has been issued by the Petroleum Executive reviewing the progress made during the past year with the drilling for oil which is being carried on by Messrs. S. Pearson and Son Ltd., on behalf of the Government in Derbyshire

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST

INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.

INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED

SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"DUNERA"	4,400	16th Mar.	Singapore, Colombo & Bombay.
"RANCA"	5,000	23rd Mar.	Madras & London via Ceylon.
"KHIVA"	9,000	4th April	Madras & London via Ceylon.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TAKADA"	7,000	14th Mar.	Straits, Rangoon and Calcutta.
"ARRATON APCAR"	4,500	16th Mar.	Straits, Rangoon and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	28th April	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"HIMYA"	9,000	15th Mar.	Shanghai and Kobe.
"MADRAS"	7,000	17th Mar.	Shanghai and Kobe.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Charge Only.
Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of the P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Passengers and sailing dates are liable to be cancelled or altered without notice.
Passes for mail not more than 3 ft. x 2 ft. x 1 in. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Surveyors and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For further information, Passages, Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG STEAMERS TO AMERICA.

SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

STEAMER	Day	Time
FUSHIMI MARU	Wednesday, 17th Mar.	at 11 a.m.
FATIMA MARU (Cargo only)	Sunday, 21st Mar.	at 10 a.m.
KATORI MARU	Tuesday, 18th Apr.	at 11 a.m.
GIWA MARU	Sunday, 2nd May	at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

STEAMER	Day	Time
SHIDZUKA MARU	Thursday, 18th Mar.	at Noon.
KAGA MARU	Friday, 2nd April	at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

STEAMER	Day	Time
DAKAR MARU	End of April	
TSUYAMA MARU	End of April	

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

STEAMER	Day	Time
SAICUTTA MARU	Wednesday, 17th Mar.	
TOBA MARU	Beginning of April	

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

STEAMER	Day	Time
TANGO MARU	Sunday, 22nd Mar.	at 11 a.m.
NIKKO MARU	Wednesday, 31st April	at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Murnora, San Francisco, Panama & Colon.

STEAMER	Day	Time
TOTTORI MARU	Saturday, 13th Mar.	
SENKA MARU	Beginning of April	

SOUTH AMERICAN PORTS via Cape.

STEAMER	Day	Time
TOBA MARU	End of March	

BOMBAY & COLOMBO via Singapore.

STEAMER	Day	Time
SEIKO MARU	Wednesday, 17th Mar.	
SHINKU MARU	Sunday, 28th Mar.	

CALCUTTA & RANGOON via Singapore & Penang.

STEAMER	Day	Time
HAODATE MARU	Tuesday, 23rd Mar.	
JAPAN PORTS—Nagasaki, Kobe & Yokohama.		
NIKKO MARU	Tuesday, 23rd Mar.	at 11 a.m.
AKI MARU	Saturday, 17th April	at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

STEAMER	Day	Time
HEIMEI MARU	Sunday, 14th Mar.	
HAGANO MARU	Tuesday, 16th Mar.	
TAMBA MARU	Thursday, 25th Mar.	at 11 a.m.

NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

Telephone No. 297 & 293

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FOR PASSENGER SERVICE TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan, &c.	Tango Maru	Togo Kisen Kaisha	On 15th March.
San Francisco via Shanghai, Japan &c.	Shinku Maru	Togo Kisen Kaisha	On 1st April.
San Francisco via Shanghai, Japan &c.	Edo Maru	Togo Kisen Kaisha	On 15th Mar.
San Francisco via Shanghai, Japan &c.	Colony	Togo Kisen Kaisha	On 1st April.
San Francisco via Shanghai, Japan &c.	Nanking	Togo Kisen Kaisha	On 15th Mar.
San Francisco via Shanghai, Japan &c.	China	Togo Kisen Kaisha	On 1st April.
Seattle, Tacoma, Victoria & Vancouver.	Araba Maru	Ozaka Shosen Kaisha	About 17th March.
Victoria, B.C., Seattle & Puget Sound.	Fushimi Maru	Ozaka Shosen Kaisha	On 8th April.
Vancouver via Shanghai, Japan &c.	Monteagle	Canadian O.S. Ltd.	On 11th April, at 11 a.m.
Vancouver via Shanghai, Japan &c.	Empress of Russia	Canadian O.S. Ltd.	On 11th April.
New York via Suez.	Lucania	Imperial Maritime Services Ltd.	About 20th March.
Australia Ports via Manila.	Tango Maru	Nippon Yusen Kaisha	On 15th Mar. at 11 a.m.
Australia Ports via Japan.	Anyo Maru	Nippon Yusen Kaisha	On 15th Mar.
New York via Panama.	Lucania	Imperial Maritime Services Ltd.	On 15th April.
Portland.	Manchester Castle	Imperial Maritime Services Ltd.	About 15th March.
New York via Panama.	Nikko Maru	Nippon Yusen Kaisha	On 15th Mar. at 11 a.m.
Nagasaki, Kobe & Yokohama.	Kiwa Maru	Nippon Yusen Kaisha	On 15th Mar.
Shanghai.	Chungta Maru	Imperial Maritime Services Ltd.	On 15th Mar. at 11 a.m.
Swatow & Bangkok.	Chungta Maru	Imperial Maritime Services Ltd.	On 15th Mar. at 11 a.m.
Calcutta via Straits & Rangoon.	Hakodate Maru	Nippon Yusen Kaisha	On 15th Mar.
Singapore, Penang & Belawan-Deli.	Van Weerwijk	Java-China-Japan Lijn	On 20th Mar. b.
Keelung via Swatow and Amoy.	Amakusa Maru	Ozaka Shosen Kaisha	On 14th March.
Singapore, Bangkok & Singapore.	Unnan Maru	Ozaka Shosen Kaisha	On 1st April.
Swatow, Amoy & Fuchow.	Shibuzaki Maru	Ozaka Shosen Kaisha	On 1st April.
London and Rotterdam.	Swazi	The Bank Line, Limited	On 10th Mar. at 1 p.m.
Rangoon & Colombo.	Seigon Maru	Ozaka Shosen Kaisha	On 10th Mar.
Singapore and Antwerp.	Andes Maru	Ozaka Shosen Kaisha	On 10th Mar.
London via Suez, Panz & Cbo &c.	Shidzuka Maru	Nippon Yusen Kaisha	On 10th Mar. at Noon.
Manila, Delagoa Bay, Durban.	Dupont Maru	Ozaka Shosen Kaisha	On 10th Mar.
Singapore, Penang, Colombo & F. & S.	Dupont Maru	Ozaka Shosen Kaisha	On 10th Mar.
Takao via Swatow and Amoy.	Saka Maru	Ozaka Shosen Kaisha	On 10th Mar.

DELCO-LIGHT

THE LATEST MARVEL IN THIS MARKET IS A
3 K. W. 32 AND 110 VOLT MACHINE WITH AN OUTPUT OF
180 16 C. P. LAMPS, AND WORKS ENTIRELY ON KEROSENE.

For the Popularity of the DELCO see the Number Sold for Lighting Bungalows in Fanling, the Peak Tramway Station, Cates, Motor Ships,



Yachts, and Private Residences in this Colony; Also Traveling, Moving Picture Shows and Numerous Chinese Residences in the Country and in the Coast Ports.

CALL AND INSPECT OUR STOCK.

FULL INFORMATION ON APPLICATION.

IT IS UNDOUBTEDLY THE BEST OF ITS KIND IN THE MARKET.
WE HAVE STOCKS OF MACHINES WITH OUTPUTS OF FROM 47 LIGHTS UP TO 280.

Stocks carried on to order of the following:—

"Boulder's" Crude Oil Engines.
"Herbert Morris" High Class Chain Blocks, Cranes, Travelling Trolleys, etc.
"Alger" Boiler Compound.
Motor Bearing Metals.
Knitting Machines.
Motor Garage Pumps.
Tanning Machinery, etc.

SOLE AGENTS:—

W. G. HUMPHREYS & CO.

MACHINERY DEPARTMENT, HONGKONG.

TEL. 325.

TEL. ADDRESS: ABEONA.

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

STEAMER	Day	Time
FUSHIMI MARU	Wednesday, 17th Mar.	at 11 a.m.
FATIMA MARU (Cargo only)	Sunday, 21st Mar.	at 10 a.m.
KATORI MARU	Tuesday, 18th Apr.	at 11 a.m.
GIWA MARU	Sunday, 2nd May	at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

STEAMER	Day	Time
SHIDZUKA MARU	Thursday, 18th Mar.	at Noon.
KAGA MARU	Friday, 2nd April	at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

STEAMER	Day	Time
DAKAR MARU	End of April	
TSUYAMA MARU	End of April	

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

STEAMER	Day	Time
SAICUTTA MARU	Wednesday, 17th Mar.	
TOBA MARU	Beginning of April	

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

STEAMER	Day	Time
TANGO MARU	Sunday, 22nd Mar.	at 11 a.m.
NIKKO MARU	Wednesday, 31st April	at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Murnora, San Francisco, Panama & Colon.

STEAMER	Day	Time
TOTTORI MARU	Saturday, 13th Mar.	
SENKA MARU	Beginning of April	

SOUTH AMERICAN PORTS via Cape.

STEAMER	Day	Time
TOBA MARU	End of March	

BOMBAY & COLOMBO via Singapore.

STEAMER	Day	Time
SEIKO MARU	Wednesday, 17th Mar.	
SHINKU MARU	Sunday, 28th Mar.	

CALCUTTA & RANGOON via Singapore & Penang.

STEAMER	Day	Time
HAODATE MARU	Tuesday, 23rd Mar.	
JAPAN PORTS—Nagasaki, Kobe & Yokohama.		
NIKKO MARU	Tuesday, 23rd Mar.	at 11 a.m.
AKI MARU	Saturday, 17th April	at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

STEAMER	Day	Time
HEIMEI MARU	Sunday, 14th Mar.	
HAGANO MARU	Tuesday, 16th Mar.	
TAMBA MARU	Thursday, 25th Mar.	at 11 a.m.

For further information apply to—
NIPPON YUSEN KAISHA.
S. YASUDA, Manager.
Telephone No. 297 & 293

KAIPING COAL

INDUSTRIAL AND HOUSEHOLD PURPOSES
FOUNDRY AND SMELTING COKE
FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO:
DODWELL & CO. LTD., QUEEN'S BUILDINGS, HONGKONG, OR
KAILAN MINING ADMINISTRATION,
THIENTSIN, NORTH CHINA

F. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.

Telephone No. 1118. 25, Wing Woe Street, Central.

SHIPPING

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS

"EQUADOR," "VENEZUELA" & "COLOMBIA."
HONGKONG TO SAN FRANCISCO.

via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

THE SUNSHINE BELT

The new comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "EQUADOR" WEDNESDAY, Mar. 15th.
S.S. "COLOMBIA" WEDNESDAY, April 15th.
S.S. "VENEZUELA" WEDNESDAY, May 19th.

ALSO

The following U.S. Shipping Board vessels
S.S. "WEST MINGO" MONDAY, March 15th.
S.S. "ARCHER" SATURDAY, March 20th.
S.S. "WEST KASSON" Late April for Baltimore via Suez and usual ports of call.

HONGKONG-CALCUTTA SERVICE

S.S. "JACOBI" SATURDAY, March 20th for Madras via Singapore, Port Swettenham, Penang, Rangoon and Calcutta.

Cargo accepted on through bills of lading to Baltimore, Havana, Mexico, Central and South American ports.
For further information apply to—

PACIFIC MAIL S.S. CO.

Sole Managers.

Cable Address "SOLANG".

STRUTHERS & DIXON, INC.

Offices: San Francisco and Seattle, U.S.A.; Shanghai,

China; Manila, P.I.; Kobe, Japan and Hongkong.

Operating the following Far Eastern services for account of the United States Shipping Board.

U.S.A. PACIFIC COAST—JAPAN, CHINA & PHILIPPINES.

For SEATTLE & VANCOUVER For SAN FRANCISCO.

"WEST JESSUP" 2nd Half Mar. "COLORADO SPRINGS" 17th Mar.

"WEST CACTUS" 29th Mar.

ALSO

Amalgamated with Green Star Line
Cosmopolitan Shipping Co. New York
Operating Baltimore via Panama service to the Far East.
Arrivals and sailings to be announced later.

Through rates quoted and through bills of lading to all overland points in U.S.A. and Canada.

HONGKONG OFFICE:—1st Floor, Powell's Building,

12, Des Voeux Road, Telephone 3008.

STRUTHERS & DIXON, INC.

HONGKONG.

FOR SEATTLE and VANCOUVER DIRECT
via JAPAN PORTS.

U.S.S.B.

S.S. "WEST ISON"

12th March, 1920.

Through bills issued to all Overland Common points in U.S. and Canada.

For Freight and Particulars apply to:—

STRUTHERS & DIXON, INC.

Agents.

Telephone No. 3008.

Powell's Building.

STRUTHERS & DIXON, INC.

HONGKONG.

FOR SAN FRANCISCO DIRECT via JAPAN
PORTS.

U.S.S.B.

S.S. "COLORADO SPRINGS"

17th March, 1920.

For Freight and Particulars apply to:—

STRUTHERS & DIXON, INC.

Agents.

Telephone No. 3008.

Powell's Buildings.

Koninklyke Paketvaart Maatschappij.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship

"VAN WAERWYCK"

will be despatched on March 20th.

To SINGAPORE, PENANG and BELAWAN DELI.

This vessel offers excellent Cabin-accommodation for Saloon-passengers.

Wireless Telegraphy.

For Freight and Passage apply to:—

JAVA-CHINA-JAPAN LIJN,

Telephone No. 1574.

Agents.

WATERHOUSE LINE

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For



SINGLE and DOUBLE
TERAI HATS.
The most comfortable Hat
for Sports wear.
NEW STOCKS JUST RECEIVED.
MACKINTOSH
& CO. LTD.
Men's Wear Specialists.
16, Des Vaux Road. Telephone 29.

STAMP IN 1919.

PEACE, VIC ORY, AND AIR
ISSUES.

The postage stamp is a modern Mercury, whose message is by no means confined to the missives it franks. As a symbol of authority it bears on its face pictorial record of passing events. The history of the time is writ large on the stamps of the nations.

The postal issues of this year of peace have been more numerous and of an infinitely greater variety than any that have appeared since the first adhesive stamp came into existence nearly 80 years ago. More than 2,500 distinct specimens have been created during the past 12 months as an outcome of the war's aftermath, and in them may be read a vivid chronicle of great events. They embrace many stamps of types hitherto unknown to philatelists, exemplified by special series representative of peace and victory, of war, armistice, and reconstruction, and last but not least, a group of growing importance which tell of the conquest of the air.

Newfoundland led the way on 1st January, 1919, with a notable set of stamps commemorating the exploits of her soldier and sailor sons in the war, inscribed "Trail of the Caribou" and blazoned with the regimental crest, a Caribou head, after the design of a Colonial artist. Alternate values bore the battle honours of the military contingent and the remainder the motto "Ubique," coupled with the name of the Royal Naval Reserve.

During January appeared also the first definitive stamp issues of the newborn free States of Europe—Czechoslovakia, with its picturesque allegory of dawn rising over the Hradischin of Prague (after Alfonso Mucha); Poland, with its crowned white eagle and equestrian portrait of King Sobieski; Yugoslavia, with its carnyatic of Victory and Croat sailor proclaiming freedom from the masthead; while from Fiume came on 28th January autonomous postage stamps of pictorial design by the artist Giovanni Rubino, issued by the National Council, and eloquent of the Italian sympathies of its populace. In Turkey the abortive pictorial stamps prepared in anticipation of Essad Pasha's ill-fated invasion of Egypt were finally placed in circulation towards the end of January with the addition of a three-line overprint signifying "Souvenir of the Armistice—30 Dukaada 1919" (30th October, 1919).

A figure of Victory flanked by trophies of flags of the Allied nations formed the design of a much criticized commemorative stamp issued by the United States Post Office on 13th February 1919. About this time postage stamps came into use in the newly constituted Baltic States of Latvia (Lettland), Lithuania, and Estonia, whose resources were in course of development under the direction of a British military mission. For the

most part their first stamps were of an extremely primitive nature, locally designed and printed on paper of various types and textures by reason of the acute shortage of regular printing paper. The stamps of Latvia, with the device of three ears of corn in a sunburst, were originally impressed at Riga on the backs of German staff maps, and subsequently at Libau on writing and cigarette paper. Lithuania's first issue was printed at Vilna and Grodnow from ordinary printer's type on coarse white paper, and when at length a more elaborate design representing St. Michael on horseback was obtained from Berlin the stamps had to be printed temporarily on thick grey paper that had previously been employed for printing German broad sheets.

AERIAL ISSUES.

The first aerial crossing of the Atlantic was marked by the issue of postage stamps provided by the Newfoundland postal authorities in limited numbers for the Daily Mail prize. A 3 cents stamp of the current type overprinted "First Trans-Atlantic Air Post—April, 1919" was affixed to the 95 letters forming the mail entrusted to Hawker and Grieve on their plucky attempt, which were rescued from the sea while the Alcock-Brown post bore stamps of the 15c denomination of the 1917 series surcharged "Trans-Atlantic Air Post—One Dollar." Stamps of several values bearing a distinguishing imprint were likewise prepared in connection with the Rayham-Martinis venture, but as this met with disaster at the outset were never used. The development of the air post also produced aerial stamps from Switzerland, Tunis, Japan, Colombia, and Germany.

The red hand of Bolshevism has not failed to leave its imprint on the stamps of those countries that have come under its spell. The establishment of Bela Kun's Red Republic at Budapest was the cause of the overprinting inscriptions of the Hungarian stamps in use in other parts of the country, notably at Arad under French occupation, in the Serbian-controlled Banat of Temesvar, in Transylvania under Rumanian occupation, and at Szegedin, where the independent Magyar Government of Count Karoly was installed. Paper shortage brought to a premature conclusion the printing of the distinctive stamps of the Bolshevik administration with their unrepresentative portraits of the Socialist leaders, Marx, Petofi, Engels, Daza, and Martinovic, the unrestricted sale of which was intended to bring grist to the mill of State. They were superseded by former Hungarian types of 1916, overprinted "Magyar Tanacs Koztasag" (Hungarian Red Republic) until the overthrow of Bela Kun and the re-establishment of the Hungarian State by the Allied Commission. In Bavaria and Wurtemberg the establishment of Soviet republics was signified by the addition of the word "Volkstaat" or "Fristaat" on their contemporary postage stamps. The introduction

Refreshing the Skin.

A most refreshing health-giving and toilet ideal, comfort and beautifying the skin, is daily enjoyed by use of the

"Albion Milk and Sulphur Soap"

—English made and delicious, for use, Toilet and Bath purposes. Delicately perfumed, softening, and so gentle.

Lady C. Howard writes:

"I like the 'Albion and Sulphur Soap' very much; it is pleasant to use and whitens and softens the skin."

Lady C. Howard-Hampden writes:

"The 'Albion Milk and Sulphur Soap' is an extremely pleasant soap, and I prefer it to any other I have ever tried."

Sold by Chemists, Grocers, Stores, etc. Why not try a tablet?

"ALBION MILK AND SULPHUR SOAP."

of free postage by the Bolshevik Government of Russia rendered unnecessary the issue of some weird postage stamps in advanced futurist designs symbolical of Labour in all its phases, prepared by the State-Printing Works at Petrograd.

The Transcaucasian Republic of Georgia was added to the roll of stamp-issuing countries on May 26, when a set of four stamps made its debut with a hieroglyphic reproduction of the national arms depicting St. George crossing the Black Mountains. Some curious stamps adorned with a vignette of a large tree were issued about the same period by the Provisional Government of the Black Sea port of Batum, under British military control. Three separate series of provisional postage stamps issued at Alivay, Smyrna, and Rodosto resulted from the Greek occupation of Asia Minor by the mandate of the Paris Conference.

The deliverance of Riga from the Bolsheviks was duly commemorated on June 6 in the issue by the Lettish Government of a set of three celebration stamps portraying the reunion of Lettonia and Riga. The anti-Bolshevik campaign in both North and South Russia is denoted by the stamps of General Denikin's Government, inscribed "Russian Union," and issued at Sebastopol in June, the curious typeset adhesive of the North-West Russian Army which appeared at Revel later in the year, and Finnish stamps overprinted "Aunus" for use in the district of Olonetz after the Soviet forces had been compelled to retire.

PEACE STAMPS.

Japan was first in the field with "Peace" commemorative stamps, issued on July 1, in designs by S. Okada and Yuki, representing doves, and beautifully engraved by the Government Printing Bureau at Tokio. Uruguay followed suit on July 17 with a handsome vignette of Bartholdi's statue of Liberty on a series of six special stamps inscribed "Paz—1914-1919." On August 1 Switzerland added her quota of three "Peace" stamps in attractive symbolic designs by native artists. From Jamaica came on July 3 a single 12d. stamp recess printed in apple-green, commemorative of the departure of the West Indian contingent for the battlefields of France and Flanders.

Changes in the stamps of Far Eastern countries have been brought about by the phenomenal rise in the value of silver, including the overprinting for the first time of the stamps sold by the United States postal agency in Shanghai. The first postage stamps of the German Republic, in futurist designs symbolic of the rebirth of the Teutonic nation, were issued on the occasion of the National Assembly at Weimar in July. Austria has likewise been provided with a complete new series of postage stamps, designed by Josef Franz Jenner, and comprising four different types. Czar Boris figures on the latest Bulgarian issue, while Turkey has been compelled to resort to provisional surcharging pending the preparation of her new stamps.

An interesting set of commemorative postage stamps marked the opening of the first Polish Diet in Warsaw. Amongst the appropriate designs was a stamp portrait of President Paderewski, Czechoslovakia, the youngest nation of Europe, celebrated her first birthday on October 28 by the issue of allegorical postage stamps sold in aid of the widows and orphans of fallen soldiers.

£12,000 WORTH OF STAMPS.

The first public stamp exhibition to be held in Great Britain since 1914 was opened at the City Art Gallery, Leicester, on the 29th December, by the Mayor. Postage stamps to the value of over £12,000 were exhibited by local philatelists.

The fine early line-engraved issues of Great Britain and her Colonies were chiefly in evidence. A fine collection of Great Britain, exhibited by Mr. F. B. Cooper, of Leicester, was strong in blocks and strips of the 1d. black and 2d. blue of 1840. That of Mr. L. O. Trivett included also numerous examples of proofs and essays. A notable item was a proof of the mother-die of the first postage stamp, engraved by Heath. Only three of these proofs exist, the second being in the collection of the King, and the other in the possession of the engraver's descendants. A collection of the triangular stamps of the Cape of Good Hope, exhibited by Mr. John Arnold, of Birmingham, contained some fine things in the way of pairs and blocks.

An interesting exhibit, not for competition, was an Air Post letter from Newfoundland, addressed to a Leicester firm, and carried by the late Sir John Alcock on his successful

MODERNS OF THE STONE
AGEMR. WELLS'S WORD
HISTORY.

Mr. Wells seems to have found a humorous artist to illustrate his "History of the World," judging from the following letter of Mr. St. John Lucas to the London "Observer":

"Like many people whose knowledge of the facts of our earlier existence was always rudimentary, I failed the arrival of Mr. Wells's 'Outline of History' with intense pleasure. I read the first number with great interest, and was properly annoyed to see in some evening paper a rather supercilious review, which wound up by saying that the cover design of a probably adrebral gentleman sitting on a rock and contemplating the dawn of enlightenment with obviously mixed feelings was a portrait of Mr. Wells."

I inspected the portrait carefully, and decided that it had absolutely no resemblance to that writer. Judge, however, my amazement when, after buying the second number, I was confronted with a caricature of a Jaegerless Mr. Bernard Shaw, who was grasping a large fossil parapsy and looking indescribably ferocious. Mr. Shaw was obviously going to lay about him in fine style with the parapsy, but behind him was a less energetic person, whom I recognised as one of our younger novelists in the act of conscientiously objecting, and about to retreat into a cave or funkhole.

Today I bought No. III. On the cover are five persons who have escaped in a boat from a burning lake-village. They may be identified as follows:—

(1) My Aunt. The artist has given her masculine arms. (Michel Angelo did the same to his Sibyls in the Sistine Chapel.) She is exhorting M. Paderewski to save her cat, which has been left in the lake-village.

(2) Miss Ellen Terry. A most lifelike portrait. She is consoling a lady whose face is hidden, but who is possibly.

(3) Miss Edith Craig. Near her sits.

(4) Mr. Chesterton. The light from the burning village is gliding in the ambrosial curls. Someone has kicked his left shoulder with a hob-nailed boot (bronze age). He won't wear braces like the others. Always paradoxical.

(5) M. Paderewski. Back view. He has been rowing to my Aunt's stroke.

Turning to the frontispiece of this number, I find Mr. Maurice Hewlett, in a grey wig, Miss Pauline Chase as a Peter Pan, and another lady with bobbed hair, all engaged in attacking a very Landseerian lion. Two pages later I find a portrait of myself, in a trench coat and muffler, inscribed "Neolithic status: Menhir." This, like the very dignified XVIIIth Dynasty head of Admiral of the Fleet Sir Edward Seymour on page 29, is by an ancient artist and therefore in some degree supports the theory of the modern one who drew Miss Terry in the lake-dwelling scene. But O, Sir, are we really so like our doubtless excellent, but somewhat primitive ancestors? Weren't they a trifle more squalid and squamous? And, anyhow, is it quite kind of Mr. Wells?

"G. B. S." A BOLSHEVNIK.

HE SAYS SO.

Mr. G. Bernard Shaw, speaking at London Garden Suburb Institute, said that the only way to get cheaper coal was by nationalisation. The action of the trade unions in pressing for higher wages would be either to destroy industries or to compel the Government to step in, as they did during the war, and control prices, which could only be done by nationalisation. "There will be no middle party between labour and capital," he said. "The middle classes have got to make up their mind to join the Labour Party, and get rid of all people who do not work. When I heard that Lenin had introduced compulsory labour for everybody, I became a convinced and enthusiastic Bolshevik."

flight across the Atlantic. It bore the autograph of the dead aviator. By way of contrast was shown a letter sent by balloon post during the siege of Paris in 1870.—Times.

CASTLES IN THE AIR.

LIGHTHOUSE FOR SALE.

A lighthouse on the Kent coast is for sale as a residence, and I have been wondering whether anyone would like to buy it for me as a present, writes Mr. Hilgar Wood in one of the Home papers. I should be so good if I lived there.

For think of a home on the Foreland, overlooking the roadstead where the ships of the world go by to London town, and where, on a dark winter's night, you have only to step outside the front door to be in all the whirling splendour of the gale. The best gale I have ever seen up to the present, I had to go all the way to mid-Atlantic to meet, and though it was very fine, one cannot always be off gale hunting on a liner. But to have it alone, far from other men and home, just the other side of your door mat! I call that living.

But indeed there are so many places in which one would like to live. There are windows, and so I suppose, rooms, on top of the Admiralty Arch, overlooking Trafalgar-square. Now, suppose—of course this is only a beautiful dream—but suppose the Admiralty people seeing this article, offered me a flat up there!

Of course, my den would need proper arranging. I hope there will be two windows, for I shall want a writing table set at one of them, and an armchair at the other. Already I can see myself sitting—writing—should be so industrious, and write such capital things if I could be there—and now and again I would raise my eyes from the manuscript for which the mass meeting of editors and publishers in the Square would be waiting, and I should see the traffic playing warp and woof up and down the Strand. Was there ever such a view for man who likes to sit in comfort and watch his brothers getting on with things?

But, of course, the ideal home can never be. Geography, among other things, is against it. It stands just beside the sea, for salt water is the only water for a man who wants to swim and sail a boat. But on the other side of the garden is a pleasant river, without too much tide or current, running between wooded banks, because there are times when a punt, with a heap of cushions, is a good thing. All around is every variety of country—hills and woods and open moors, with a golf-course, that is reserved entirely for me whenever I say the word, because a fellow who is learning the game does not yearn for admiring crowds!

All that may seem fairly easy, but there are harder conditions to come. For the house must be over a hundred miles from London, so that I may feel right away from streets, and crowds, and yet London must be only ten minutes away by motor-car, in case I want a book, or some more tobacco, or suddenly yearn to drop into Fleet-street at midnight to hear the news of the world white-hot from the wires.

All of which makes it rather difficult for you if you were proposing to present me with an ideal home.

EEZIER SPELING.

"Sav a peni" had a peni.

"Foot a peni by."

"Spend a peni" had no peni.

"And it maid him kry."

This is not a forrun language, and dozzent kum from Bolshevik Rasha. It is simply a jingl which has been speshal riten for very young children, sum of whom gav a demonstrashun last nite at the London Unversetti Kollege, to prov the valu of simplifid spelling.

Dhere was a big awdiens of persons interestid in the work of the Simplifid Spelling Sosyetti and dhe children gratef impressed dhe listeners when thay red passages from speshul books. Sum littel children red peeses selekted by members-of-the awdiens, and did them ampel justis.

One child red from an advansd histori book quite eezli, while another red from "Alis in Wonderland," much to dhe delite of dheose presunt.

It woz kontended at dhe demonstrashun that simplifid spelling is eezier for children to lern than ordinari spelling, it being toneick spelling and simpler to understand.

The Lundun "Dail Herald" man who had to rite dhe report in simplifid spelling finds it's not so eezli as it sounds.

NOTICES.

DAIRY FARM NEWS.

FISH! FISH!
FINNAN HADDOCK
FILLET HADDOCK
KIPPERS

AND
SALT SIBERIAN SALMON
NEW SHIPMENT JUST RECEIVED.

We now have for sale
COULOMMIER CHEESE
DEVONSHIRE CREAM

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

O-CEDAR MOPS

and

POLISH

We have received a consequent of O-Cedar Mops and Polish and as it in a little in excess of our requirements we are an offering Mops and Polish at exceptional low rates for the Month of March.

O-CEDAR MOPS

in round a triangle Shape.

\$2.50 each.

With every Mop sold during March we will give an O-Cedar duster.

FREE OF CHARGE.

NOTE OUR PRICES FOR POLISH
4 doz Bottle 40 cts., 12 doz. Bottle 75 cts.

QUART CANS\$1.50 each.
GALLON TUNS\$4.50 each.

Special Quotations for quantities to
Hotels, Shipping Companies, Clubs, etc.

We want you to try and test the
O-Cedar Polish Mop at our risk. Clean and
Polish every floor in your house as a test;
if it is not satisfactory in every respect, and
if it does not prove its own worth to you,
we will refund your money without a
question.

WHITEAWAY, LAIDLAW & CO., LTD.

20, Des Vaux Road Central, Hongkong.

MOTOR THE REPUBLIC MOTOR BOAT FOR
BOATS. Co., Ltd. HIRE.

SERVICE DAY AND NIGHT.

Head Office: Praya East Station at Blake Pier.

Tel. 307. Tel. 1257.

Passengers conveyed to and from steamers or across the harbour. Our

reliable craft are eminently suited for PIONIER PARTIES, roomy but

economical.

KOWLOONITES.

Forget the last Ferry. We take you to Tsai Tse Tsai for \$1.00—specially

reduced fare.

General Terms: \$2.00 per hour or part thereof, or \$1.00 per trip not

exceeding 15 minutes.

Our runners will meet you on the WESTERN SIDE of Blake Pier. For

long trips and hire by the day apply to the Superintendent there.

MOE LIN, Managing Director.

TRIALS SOLICITED BY

JAMES STEER

THE CHRONOMETER AND WATCH-MAKER

(Contractor to H. M. Naval Yard.)

9, Ice House Street, Hongkong.

Big

The elder brother of
the WESTCLOX family
who ALARM the world.

Ben

LAUNCH OF THE ENTERPRISE.

A NEW TYPE OF LIGHT CRUISER.

The Enterprise is the first first of a new type of light cruiser which was thought to have been abandoned until the publication of the revised Navy Estimates a few weeks ago. It was shown in the Estimates that the Enterprise and the Emerald were ordered from Messrs. John Brown and Co., and Messrs. Armstrong, Whitworth, and Co. in June and September, 1918 respectively, the designer in each case being Sir Eustace d'Eyncourt. The total expenditure on these ships up to March 31 next, excluding armament and ordnance stores, was estimated at £555,506 and £550,458, and details of the outstanding liability were not complete. As the sum given for the Enterprise is about equal to the total estimated cost, including guns, of a cruiser of the "D" class, it may be assumed that the ships were in too forward a state to be abandoned.

The feature of the new design is the large advance in speed of four knots over the "D" class—33 knots instead of 29. To achieve this the engine-power has been doubled—from 40,000 to 80,000. A much longer vessel was needed to obtain the higher speed economically, and a length of 535 ft. between perpendiculars, as compared with 445 ft., was provided for, while the extreme breadth was increased from 46 ft. to 54 ft. The fuel carried at load draught was doubled. No decrease in offensive or protective qualities was necessitated by these advances; on the contrary, while the armour allowed for was equivalent to that in any previous light cruiser, the armament was augmented from six to seven 6 in. guns, and 4 in. instead of 3 in. guns were included for anti-aircraft purposes. It was not possible, without affecting speed, to adopt the modified bulge protection of the "Hawkins" class, but a more advantageous disposition of the machinery compartments was decided upon.

ECONOMY.

Probably the topic uppermost in the minds of everyone at the moment is economy, and with the present flood of spendthrift extravagance evident everywhere, the need for economy is apparent. We all desire to economise, usually at the expense of someone else, and indeed it is difficult to know where the cessation of expenditure is to begin. The current newspapers are full of warning and reproach, prominent statesmen and lesser dignitaries all devote floods of platitudes in praise of thrift, or let loose words without end upon the subject. Talk will not do matters—it never did, what is required are the actions which speak louder than words, these alone have any real value. The thrifty who debarred themselves indulgence to save, find that the interest accruing to date, does not balance the depreciation of cash invested when its real value was greater in terms of commodities. Wages have risen, but purchase less rather than more, those who find any surplus are engaged in spending while there is yet time. The whole community is amenable in a vicious circle to which there seems no outlet. Regarding the practice of thrift, the best way to begin is to begin, and until the need is driven home by sheer necessity helped by force of example, nothing will be done. Irrespective of individual hardship, it is better to begin pinching as an exercise for the pinch to come. Every single person who can at the moment limit desire and find satisfaction in lessening their needs, helps the circumstances of the hour.—*Engineering*

RUB IT IN.

A good many people think rheumatism cannot be cured without taking rheumatic medicine. Chamberlain's Pain Balm, however, has cured far more rheumatism than any other remedy in existence and gives relief quicker. For sale by all Chemists and Storekeepers.

MITSUBISHI SHOJI KAISHA, LTD.

(Mitsubishi Trading Co.)
COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF
TAKASHIMA, COBI MUTABE
KISHIMOTO, YOSHINOBU
HOJO, NAMAZU, SAKO, SHIN-
NEW, KANADA, BIRAI, KAMITA,
MAIDA, AND OYUHAJI.

Head Office: TOKYO.

Branches and

Representatives:
Nagasaki, Kanagawa, Yokohama, Mito,
Kobe, Osaka, Fukuoka, Nagoya,
Tokyo, Yokohama, Yokohama, Yokohama,
Osaka, Yokohama, Yokohama, Yokohama,
Dairen, Tientsin, Hankow, Hongkong,
Singapore, Batavia, London, Paris,
New York and Seattle.

Cable Address: IWASAKI.

Code: A. A. B. C. 8th Ed.
Western Union and Bentley.
The Mitsubishi Marine
Agency for: Fire Insurance Co.
The Osaka Marine &
Fire Insurance Co.

For Particulars, apply to—
S. SATOH, Manager.
No. 14, PRINCE STREET, HONGKONG.

DISTRIBUTING AGENTS

for
CLAUDIUS A. ASH'S
and
S. S. WHITE Mfg. Co's

DENTAL GOODS.



Complete line of Dental Supplies and
Instruments on show at

THE SINCERE CO., LTD.

(Dental Supplies Department.)

Tel. 1967/8.

Branch at YAUMATEI.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two shipyards and can accommodate any craft
of 800 feet long.

Town Office: 64, CANTON ROAD, HONGKONG. Telephone No. 459.
Shipyard: Shum-Sui-Po, Kowloon, Hongkong. Telephone No. 5.
Estimates furnished on application.

Hongkong, April 1, 1912.

BANKS.

ASIA BANKING CORPORATION
HONGKONG.

We handle all financial transactions incident to
Foreign Trade.

Current Accounts kept in Gold Dollars, Sterling
and Local Currency.

We offer to put Importers in touch with American
Manufacturers and Exporters, through the use of the
Special facilities of the Foreign Trade Bureau of the
Guaranty Trust Company of New York, which are
placed at our disposal.

HEAD OFFICE:
NEW YORK.

OTHER BRANCHES:

SHANGHAI HANKOW TIENTSIN
PEKING MANILA CANTON
CHANGSHA

EXCHANGE.

Hongkong, March 11, 1920.

On London: ... 5/3

On New York: ... 5/3

On Hongkong: ... 5/3

On Shanghai: ... 5/3

On Hankow: ... 5/3

On Tientsin: ... 5/3

On Peking: ... 5/3

On Canton: ... 5/3

On Changsha: ... 5/3

On Manila: ... 5/3

On Cebu: ... 5/3

On Batavia: ... 5/3

On Singapore: ... 5/3

On London: ... 5/3

On New York: ... 5/3

On Hongkong: ... 5/3

On Shanghai: ... 5/3

On Hankow: ... 5/3

On Tientsin: ... 5/3

On Peking: ... 5/3

On Canton: ... 5/3

On Changsha: ... 5/3

On Manila: ... 5/3

On Cebu: ... 5/3

On Batavia: ... 5/3

On Singapore: ... 5/3

On London: ... 5/3

On New York: ... 5/3

On Hongkong: ... 5/3

On Shanghai: ... 5/3

On Hankow: ... 5/3

On Tientsin: ... 5/3

On Peking: ... 5/3

On Canton: ... 5/3

On Changsha: ... 5/3

On Manila: ... 5/3

On Cebu: ... 5/3

On Batavia: ... 5/3

On Singapore: ... 5/3

On London: ... 5/3

On New York: ... 5/3

On Hongkong: ... 5/3

On Shanghai: ... 5/3

On Hankow: ... 5/3

On Tientsin: ... 5/3

On Peking: ... 5/3

On Canton: ... 5/3

On Changsha: ... 5/3

On Manila: ... 5/3

On Cebu: ... 5/3

On Batavia: ... 5/3

On Singapore: ... 5/3

On London: ... 5/3

On New York: ... 5/3

On Hongkong: ... 5/3

On Shanghai: ... 5/3

On Hankow: ... 5/3

On Tientsin: ... 5/3

On Peking: ... 5/3

On Canton: ... 5/3

On Changsha: ... 5/3

On Manila: ... 5/3

On Cebu: ... 5/3

On Batavia: ... 5/3

On Singapore: ... 5/3

On London: ... 5/3

On New York: ... 5/3

THE CHINESE MERCHANTS

BANK, LTD.

HEAD OFFICE:
Alexandra Buildings, Charter Road.

General Banking and Exchange business
transacted.

Loans granted on approved securities.
Current Accounts opened and Fixed
Deposits received at rates which may be
ascertained on application.

The Bank also conducts a Savings
Department.

DONG TOY,
Chief Manager.

Hongkong, January 3, 1920.

THE INDUSTRIAL AND

COMMERCIAL BANK, LTD.

HEAD OFFICE: 4 Des Voeux Road, Central.

Branches: Shanghai, Hankow, Tientsin,
Peking, Canton, Hongkong, Singapore,
Batavia, London, Paris, New York, etc.

DOMESTIC & FOREIGN BANKING.
SERVICE PROMPT.

Current Savings and Fixed Deposits
bear interest at Rates 2 1/2, 4, 5, 6%
respectively.

Inquiry on our SPECIAL SERVICE
will be welcomed.

J. WANG LY, Manager.

Hongkong, July 7, 1919.

THE CHINA PROVIDENT LOAN

AND MORTGAGE CO., LTD.

(Capital Paid up — \$1,250,000.)

Loans on Mortgage of House Property, etc.
Advance made on Mercantile Bills.
Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

Loans made on the Security of Government
Bonds, etc.

BANKS.

HONGKONG & SHANGHAI
BANKING CORPORATION.

PAID UP CAPITAL: \$15,000,000

Reserve Funds: ... 2,150,000

Sterling: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

Reserve Funds: ... 2,150,000

WEATHER REPORT.

March 11th. 85th. No return from Vladivostok. Pressure has increased considerably over Shanghai; other changes are slightly. A depression over Hongkong and an anticyclone is developing to the north of the Yangtze.

The monsoon will probably freshen along the coast and over the N. China Sea, during the next 24 hours.

Hongkong Rainfall for the 24 hours ending at 10 a.m. today, 0.01 inch. Total since January 1st, 3.08 inches, against an average of 3.90 inches.

Forecast for the 24 hours ending at noon on the 12th.

1.—Hongkong to Gap Rock. E. winds, moderate freshening later from N. or N.E.; cloudy, with fog, mist or drizzling rain.

2.—Fuzhou Channel. The same as No. 1.

3.—South coast of China between Hongkong and Lamook. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY, HONGKONG, DAILY WEATHER REPORT.

MARCH 11, 1920.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vladivostok	8 a.	30.05	54	70	SW	8	0
Wonsan	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	0
Amoy	8 a.	30.05	54	70	SW	8	0
Swatow	8 a.	30.05	54	70	SW	8	0
Yokohama	8 a.	30.05	54	70	SW	8	0
Shanghai	8 a.	30.05	54	70	SW	8	